THIS CITY OF OURS

By

J. WILLIS SAYRE

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CHIEF SEATTLE

Leader of his people both in peace and war, always a friend to the whites; as an orator, the Daniel Webster of his race. Note this excerpt, seldom surpassed in beauty of thought and diction, from his address to Governor Stevens:

Why should I mourn at the untimely fate of my people? Tribe follows tribe, and nation follows nation, like the waves of the sea. It is the order of nature and regret is useless. Your time of decay may be distant — but it will surely come, for even the White Man whose God walked and talked with him as friend with friend cannot be exempt from the common destiny. We may be brothers after all.

Let the White Man be just and deal kindly with my people, for the dead are not powerless. Dead — I say? There is no death. Only a change of worlds.

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CHAPTER 1

Believe It or Not!

Seattle's history is a story as full of drama and action as anything you ever saw upon a motion picture screen; a story of amazing accomplishments, of heroism, strange happenings, amusing incidents, sacrifice and love for fellow men.

This is not a world city just by accident. The best sort of genuine Americanism put it where it is today, only eighty-four years after its founding.

* * *

You will read, in these pages, of many odd things about your city you never knew before. And here are some of them:

This postoffice address used to be Seattle, Thurston County, Oregon.

At one time the whole of Alki Point had just one resident.

Elliott Bay originally contained three islands.

The first sermon ever preached in King County was delivered in a restaurant.

* * *

Seattle has been visited by a gale so strong that it blew seven railway cars off a trestle into the bay, has had a snowfall six and a third feet deep, has seen a winter temperature of four degrees below zero and a summer heat of 114 degrees in the shade.

One energetic superintendent of schools in early days was at the same time the justice of the peace, clerk of the

court and a notary public and practiced medicine and sold real estate.

Pioneers still here can remember when it required a full week to make the round trip between Seattle and Snohomish.

Brass checks were accepted as money everywhere in the village in early days.

Elliott Bay has been so full of ice that steamboats could not get in to their wharves.

Seattle once missed being completely burned up by not more than eight seconds.

Seattle's fire department once rushed to a fire but forgot to take along the fire engine.

A whole train of railroad cars lies in Lake Washington just off Madison Park.

One of the prettiest parks in Seattle is named after the worst enemy Seattle ever had.

For a time, when Seattle was a city of 50,000 inhabitants, it didn't have a single high school.

An oldtime sailing vessel lies intact under one of Seattle's paved streets.

With all the growth of this city, the courthouse today is less than 200 feet from where it was seventy-six years ago.

Seattle has been completely out of debt three times.

Stanford once played a big football game at West Seattle.

Flying fish have been seen in Elliott Bay.

Lake Union has been completely frozen over three times.

Strawberries and green peas have ripened in the open air in Seattle gardens on Thanksgiving Day.

Layers of salt once covered all the downtown streets.

BELIEVE IT OR NOT!

The wharves were so crowded with vessels half a century ago that on one occasion a big Sound steamboat had to lie out in the harbor and send her passengers ashore in small boats.

In the public schools, at one time, the eighth grade was the lowest and the first grade the highest.

Elliott Bay, one winter, was so thoroughly covered with snow that the seagulls walked on it as on dry land.

Seattle at one time forbade any travel between here and Tacoma.

The University Cadets have seen active military service.

Portlanders at one time traveled to San Francisco by way of Seattle.

A ten-month-old baby once turned an immense supply of electrical power into Seattle by the pressure of its hand.

Steamboats once ran from Seattle to Auburn.

At one time you had to ride on two car lines and two steamboats to get from Seattle to the north shore of Green Lake.

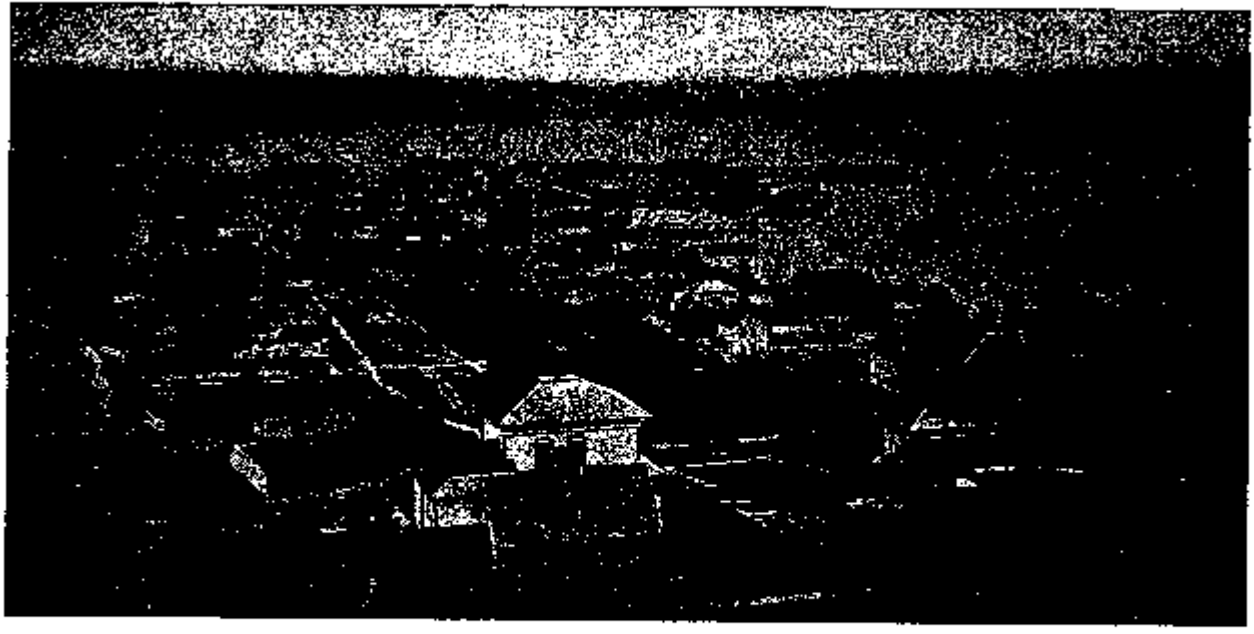
Seattle has seen a night parade of more than 400 illuminated bicycles.

For many years Seattle was on an island.

Trains once backed all the way from Seattle to Tacoma.

The fire that burned all of Seattle's business section in 1889 was started by a bucket of water.

All of these curious things are explained in the following pages.



ELLIOTT BAY IN 1882

This picture gives you an idea of the immensity of the harbor in pioneer days. More than half of the water area of the original bay has been converted into dry land. The street you see in the foreground is Second Avenue, taken from near the Stewart Street corner.

CHAPTER 2

The Romance of the Waterfront

What has made Seattle the wonderful city that it is today? Its waterfront, beyond doubt. Seattle's marine commerce always has been and always will be the backbone of this seaport's prosperity. The harbor is excellent. The very site of the future city was chosen, after a careful sounding of all the adjacent salt water, because it faced upon a good, safe anchorage for ships.

Take a walk along the waterfront today; you will see mammoth passenger and freight ships arriving from and leaving for Alaska, California, the Orient, the Eastern coast, South America, Honolulu, the South Seas and Europe.

How did the harbor front look eighty years ago?

It was more than twice its present size. The original beach came up, in many places, to our present First Avenue. The foot of James Street is just about the original shore line.

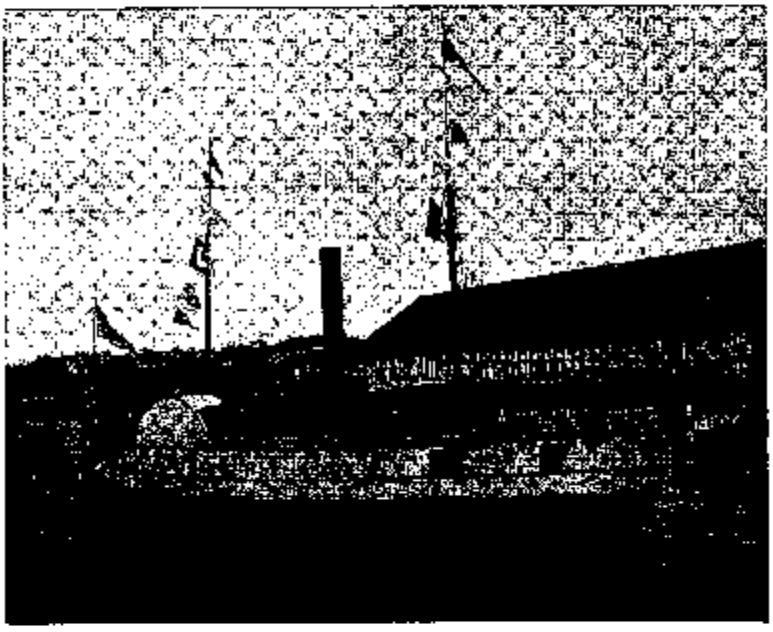
Farther to the south was a marshy island; the high tides came up to Washington Street and pioneers crossed Washington Street, at First Avenue South, on a little bridge.

South of the island the bay curved in to the foot of Beacon Hill and swept in a great circle miles toward South Seattle and around to the original mouth of the Duwamish, then dotted with three islands. All of this southern portion of the original bay now is filled in, with paved streets and buildings where the salt water once covered everything.

All along our waterfront the thick forest grew to the water's edge. The first laborious work of the settlers was to fell these trees for shipment, on sailing barks, as piles for San Francisco wharves.

The first waterfront improvement was Yesler's Wharf, built at the foot of Yesler Way so that the sailing vessels might load lumber from Yesler's Mill, constructed at that point in 1853, and coal, and unload general merchandise for the villagers. The trade, at the start, was almost wholly with San Francisco.

What persons ordered in those days seems quaint enough to us now. In one of the early shipments from California stores were six dozen "hickory" shirts, twelve window sashes, 150 gallons of molasses, twelve grindstones, material for calico



A FAMOUS PIONEER SIDE-WHEELER

The famous Eliza Anderson, with her steam calliope, will never be forgotten by Puget Sound pioneers. Built in Portland in 1859, the Anderson covered many routes in both directions from Seattle for nearly forty years — her bones are bleaching today on the Alaskan Coast. Essaying a trip to the gold fields, she was condemned in the north in 1897.

dresses and some axe handles. These items give an interesting insight into the lives of the earliest pioneers.

* * *

All transportation, at first, was by water; there was not even a horse in Seattle; there were, of course, no roads. Travel across Lake Washington in the fifties was in canoes owned and paddled by Indians.

By 1854 Seattle had become a port of call for four regular steamboat lines. The Major Tompkins chugged all the way from Olympia to Victoria, stopping in at Seattle, once a week, with the mails.

Even in the earlier seventies there was no road to Tacoma, just a trail over which the pony rider could bring the occasional mails. Travelers went everywhere by boat, even to Snohomish by little stern-wheelers which ascended the river.

* * *

It seems difficult to believe now, as you cross, or see, the narrow, winding Green River from the Duwamish Waterway up to Kent and nearly to Auburn, that the valley rivers, then the Duwamish and the White, were navigable for thirty miles, and tiny steamboats ran up the valley regularly from Seattle, as the only way of getting there.

One of these boats, the Comet, agreed, in May, 1877, to run from Seattle to the junction of the White and Green Rivers, near Auburn, if the settlers would clear the channel. This was agreed to, and in the high water of the following November both the Comet and the Wenat steamed up to the head of navigation, forty-five miles from Seattle by water.

* * *

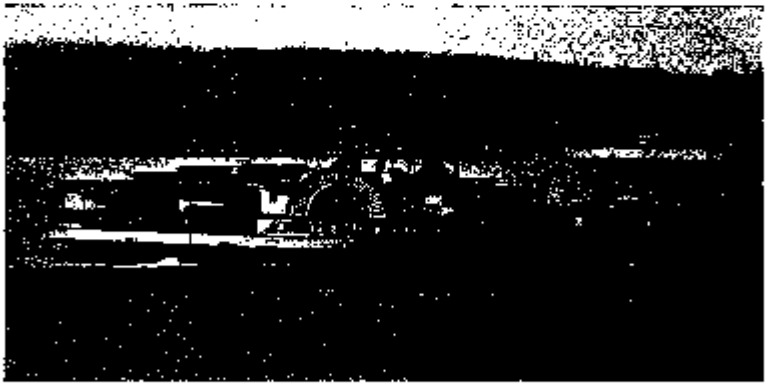
At first, the California sailing vessels brought passengers as well as freight. Occasionally, disdaining the use of a tug, they sailed directly from the ocean to the Seattle wharves. In 1867, the first regular ocean steamship line was established, with a monthly service between this city and San Francisco,

but after two trips, when it was seen the line would not pay, the Sound ports, Port Townsend, Seattle, Steilacoom and Olympia, were dropped and the ships came only to Victoria, then a larger place than Seattle. For the next seven years, Seattleites going to San Francisco had to take a Sound boat to Victoria and transfer.

But this city was growing steadily, and in 1875 the Goodall, Nelson & Perkins Steamship Company—still in business here as the Pacific Steamship Company—gave Seattle a steamship south every two weeks.

The Pacific Mail came in at once as an opposition line. A rate war followed and for a time one could travel from here to California, first-class, for $6. Most Portland travelers to California came here to take ship because of the low rate.

There was not enough passenger business to make the boats pay; the return cargoes of coal supplied the profit. California at that time, before the age of oil, was eager for every ton of coal that Seattle could supply.



A VETERAN OF SOUND WATERS

The old North Pacific, arriving here from San Francisco in 1871, plied these waters for more than thirty years, until she was wrecked and sank near Port Townsend in 1903. Typical of her early runs was her twice-a-week trip from Olympia to Victoria, stopping, en route, at Steilacoom, Tacoma, Seattle, Port Madison, Port Gamble, Port Ludlow and Port Townsend.

Curiously enough, even after these speedy steamships, with cut rates, came on the route, many persons continued to pay several times higher fares on the slow sailing vessels from San Francisco here.

* * *

In the early eighties freight steamships, sometimes carrying passengers, ran between Seattle and Portland. The Sound steamboat lines steadily increased and Seattle was the center of all this water transportation.

This was given a remarkable proof when, in 1887, a patent medicine troupe traveled through this section, visiting, in direct succession, Port Blakely, Port Madison, Snohomish, Skagit, Port Ludlow and the San Juan Islands. In every instance the troupe had to come back to Seattle in order to get to the next point.

* * *

Seattle had occasional steamship connection with Southeastern Alaska as early as the sixties. The steam schooner Leo ran irregularly, as a trading vessel, from 1868 on, carrying passengers. In 1872 the George S. Wright made monthly trips between Portland, then many times larger than this city, and Sitka, stopping in at Seattle.

Summer excursions to the north were started in 1882. The first regular direct service from here to Sitka was in 1886, by the Ancon, and it is interesting to note that on her first return trip she brought down $35,000, the first large shipment of Northland gold to Seattle.

* * *

In 1896 the first freight liner came here from Japan. Within the next few years, to this regular Oriental service, there were added ships from Seattle to South America, New York and Europe.

Yesler's, the original wharf, was steadily enlarged; eventually it was more than 900 feet long. By 1881 it supported a miniature town, with a street, down the center, of ware-

houses, stores and shops. Other big piers were built both north and south. The huge Great Northern terminals, warehouses and grain elevator were built at Smith Cove in 1898 and 1899. The Port of Seattle now operates many wonderful publicly-owned terminals.

And so, today, one may sail out of Seattle's harbor on a stately liner with his choice of many world ports. The coming of the railroads, electric interurban lines and automobiles has taken away, forever, many of the local boat services which used to connect this city with other Sound ports. Many of the steamboats have been replaced by swift ferries.

But with the Alaska, California, Oriental, South America, Atlantic Coast and around-the-world ships still plying regularly, Seattle's waterfront remains today the most vital factor in the city's prosperity, just as it was, more than eighty years ago, when sailing vessels and Indian canoes were the only craft seen in Elliott Bay.

CHAPTER 3

How Our Railroads Grew

Night and morning, sumptuous overland trains leave Seattle for all points East by four different main routes, together with other first-class trains to the north and south.

But what memories the pioneers have of their hard fight for any railroad at all, or of the years when they rode along in darkness after nightfall, or of the time when the train from Tacoma had to back all the way to that city, there being only one track and no way to turn around!

Do you know where the first railroad that ever came into Seattle ran? You would never guess it! Right along Pike Street!

It was a coal railroad, but on the day it opened for business, in 1872, the company put board seats across the coal cars and gave everyone in town a grand free excursion out to Lake Union and back. Persons were here from all parts of the Sound. It was the first railroad many of them had ever seen.

The engine, of course, had to be shipped in here by boat. From the wharf, it was dragged up First Avenue, on a sled, by sixteen horses, to the track at Pike Street.

This railroad picked up coal from barges in Lake Union and brought it to the bunkers at the foot of Pike Street, where it was loaded into waiting ships for San Francisco. That railroad in its day made fortunes and meant much to the business of the village. At times the coal vessels were so numerous that they had to wait in line for their turn at the bunkers.

But as early as 1869, Seattle and every other town on Puget Sound was wildly excited over the announced coming of the Northern Pacific Railroad, waiting breathlessly to know which place would be picked as the Western terminus. It was then believed that whichever town captured the terminus would become the chief city of the whole Pacific Coast.

Each little city raised extravagant subsidies, or bribes, for the railroad company. Seattle, with only a few thousand inhabitants, actually offered 750 town lots, 3,000 acres of land and $50,000 in gold coin, all of an aggregate value of $717,000. But the town went still further; it offered to bond itself for $200,000 to be paid the railroad and to give the Northern Pacific every acre of tidelands in the bay.

And even then Seattle didn't get it. Tacoma offered half of its townsite and won the terminus. The men behind the Northern Pacific in those days were far more interested in having town lots and townsites to sell than in selecting the best terminus.

* * *

Seattle was furious; we had fighting ancestors here. This city decided that, if the Northern Pacific would not come here, it would build its own railroad, the Seattle & Walla Walla, through Snoqualmie Pass to a rail connection with Walla Walla.

May Day, 1874, was set aside for the start. That was a memorable day for Seattle. At dawn, cannon were fired, bells were rung, the town band paraded—playing louder than it ever did before—and all business houses closed.

The whole town went out, along the beach, to a spot near the mouth of the Duwamish. Everyone got there except those on two crowded steamboats which stuck on the tideflats and had to stay there until the tide came in.

Laborers, merchants, lawyers and preachers worked side by side all morning, clearing and grubbing the roadbed. The women prepared a huge lunch on the river bank and after the lunch the town leaders all made speeches.

Now as a matter of fact, the Seattle & Walla Walla was never completed to Snoqualmie Pass and the work done by the townspeople on this particular May Day amounted to little in comparison with what the regular work crews did thereafter in extending the line to the coal mines.

But something even bigger and better came into being that day — something you have heard a great deal of — the Seattle Spirit, which might be defined as a determination to subordinate personal interests to those of the city, to stick together and to overcome all obstacles.

That May Day was a demonstration to the world, to the Northern Pacific and to themselves, that the citizens of Seattle were not to be beaten by the mere loss of a terminus.

* * *

Construction went right along, and now the town was ready for another eventful day. In the early morning of March 7, 1877, the only engine the road had was hitched up

THE SEATTLE AND WALLA WALLA RAILROAD

Here is the Seattle & Walla Walla's first and only train, pulled over the road's only track by the road's only engine, the A. A. Denny, in the spring of 1877, from Seattle to Renton.

to the likewise only passenger car and to five flat cars fitted with benches.

With J. M. Colman at the throttle and 250 cheering citizens on the train, the Seattle & Walla Walla was formally dedicated by a trip to Renton. Every man, woman and child in Renton, and the town band, turned out; the Rentonites rode to Seattle and a second Seattle crowd rode out to Renton.

The struggle of years had been crowned with success; the dream of a decade had come true. Seattle at last had a passenger railroad.

Fares were high — 75 cents to Renton — but all the farmers in the valley patronized the railroad as the best way of getting into town. The line was finished to Newcastle in 1878 and huge quantities of coal were brought out. There was no light in the passenger car on the evening train from Newcastle; the passengers rode in darkness except when the conductor came through with his lantern to collect fares.

* * *

You may go to Portland now in four or five hours by rail or highway, but how did the pioneers do it? Here is what they had to do in the winter of 1872 — spend half a day on a boat getting up to Olympia, then a full day by horse stage to a landing on the Cowlitz River, then another day on a Columbia River boat to Portland.

But by the summer of 1875 there was a real fast schedule to Portland — only one full day. You got up at 2 A. M., walked to Yesler's Wharf, took the steamboat Phantom to Tacoma at 4 A. M., caught the southbound Northern Pacific train at Tacoma and got into a waiting river boat at Kalama.

* * *

Now note what you had to do if you went, by land, to San Francisco in the summer of 1872. You went from here by boat to Olympia, then by horse stage to Pumphrey's Landing at Olequa, on the Cowlitz; then by boat to the northern end of the Northern Pacific track, then by train to Kalama and from there to Portland by boat.

At Portland you took a train to Oakland, Oregon. From here a horse stage carried you to Redding, in Northern California. From Redding to San Francisco the journey was by train.

And any Seattleite, traveling to the East, had to go and come by way of San Francisco. For many years there was no other way to go. By early 1883, however, one could travel from St. Paul to Seattle in seven days, with 300 miles of staging and steamboating along the way.

The Northern Pacific was completed across the continent in 1883, but still Seattle had no rail connection with the outside world until the Puget Sound Shore Railroad began regular operation between Seattle and Tacoma in 1884.

Since there was no turntable, every train had to back all the way from Seattle to Tacoma. The first train made the trip in three hours.

The city's next rail line was the Seattle, Lake Shore & Eastern, opening in 1887. It ran from the foot of Columbia Street to Smith Cove, Fremont, and the north shore of Lake Union to Union Bay, Lake Washington, where the passengers took little boats across to Houghton and Juanita.

Each train carried one passenger coach, one freight car, flat cars and logging trucks. This road later was extended to Lake Sammamish and Issaquah toward the east and to Snohomish and beyond on the north.

By 1888 the Northern Pacific was giving Seattle good service both to Portland and to the East. In 1893 the Great Northern came; later the Milwaukee and now the Union Pacific, Southern Pacific and Canadian Pacific all have direct connections to this city. Seattle today is the terminus of a number of roads, but men and women living here now still remember when the town fought desperately to get just one!

CHAPTER 4

From Horse Cars to Motor Buses

It is easy enough today to get from the central section to any district or suburb of Seattle. But once upon a time it took two car lines and two steamboats to get you home if you lived on the north shore of Green Lake. And going from here to West Seattle had to be planned in advance.

✦ ✦ ✦

In the beginning, of course, without even a horse in the hamlet, there was plenty of healthful exercise for everyone — walking, with detours around numerous stumps in the path.

And then, first of all in the way of land transportation, came the horse stages. In 1871 a wagon went from Seattle out to Lake Washington twice a day, following a road that corresponds to the present Yesler Way. The fare to the lake from First Avenue was fifty cents.

The manager of these stages was Robert Abrams, and in 1875 he gave Seattle another stage line, this time to Renton by way of the present South Seattle and Georgetown. In a sense, he gave Seattle its first horse-car line the following year. He drove passengers out to Steele's Landing, on the Duwamish, then transferred them to a passenger car drawn by a horse and running on the tracks of the narrow gauge coal railroad to Renton and beyond.

✦ ✦ ✦

In the summer of 1879 the G. A. R. veterans held an encampment near the foot of Denny Way. There being no way to get there from town except by walking, the former soldiers hired two steamboats to run from Yesler's Wharf to the camp — fare twenty-five cents for the round trip.

The city felt the need of a car line by that time, since the village was growing steadily, so that same year the Council passed an ordinance authorizing a street railway and specifying that the cars "shall be drawn by horses or mules and not otherwise." This meant that oxen were barred as too slow for this enterprising town.

* * *

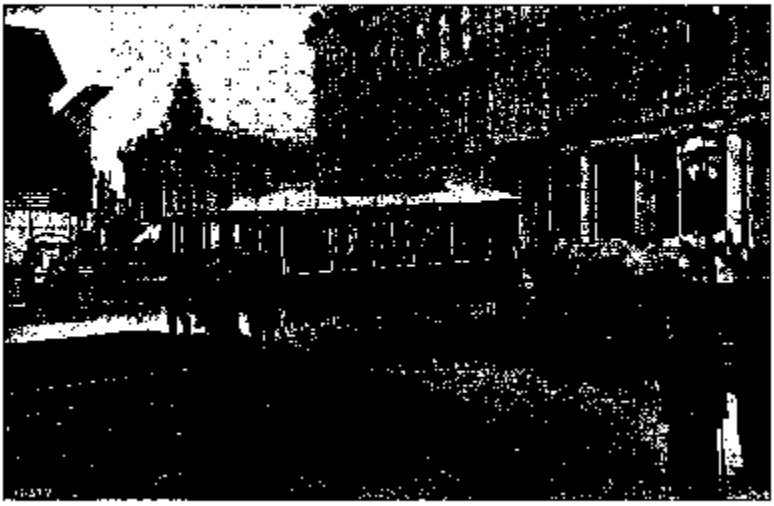
But no one wanted to build a street car line in 1879, so the next year an energetic chap established the town's first jitney line — a two-horse wagon carrying both passengers and freight from Seattle out to Belltown, which means the district around the present First Avenue and Bell Street. The line ran up First Avenue from Yesler Way to a barrel factory on the waterfront a little south of Denny Way. The wagon ran once every two hours and charged twelve and a half cents for the ride.

In 1881 a covered hack was put on the route. Since this was considered extra good service, the fare was fifteen cents. By 1883, two passenger wagons ran up First Avenue to Pike Street, then out to Lake Union, and two covered coaches were operated from First Avenue out a narrow road to Laurel Shade, near the present Madison Park.

* * *

Next, in 1884, came a hack line with three daily round trips out Jackson Street to Lake Washington. And so Seattle had four wagon lines before it had any street cars. But the latter were not much longer delayed. Frank Osgood came out from Boston in 1884 with four "bobtail" cars—that is, they had no rear platform, just a step, and there was straw on the floor.

Each car was drawn by two horses. Two of the cars started running, that September, up Second Avenue to Pike Street, then to First Avenue and out to Battery Street. Each car made a round trip once an hour; the fare on tickets was five cents.



ALL ABOARD! SEATTLE'S FIRST STREET CAR

Here you see the start of the first trip over Seattle's new horse car line, September 20, 1884. The car, filled with notables, is rounding the corner of Occidental Avenue and Yesler Way, to go north in Second Avenue. Note the Chinese in Oriental garb and the old gas street lamp. The building to the right is the Occidental Hotel; in the distance is the Yesler-Leary Block and the little frame structure at the left is the Bijou Theatre.

The other two cars soon were operating on a branch from Second Avenue and Pike Street out to Eighth Avenue and Howell Street. In 1886 this line was extended through the Pontius farm and down through Creed's orchard to Lake Union. You still may see several of those old fruit trees, where the paved street makes a little curved jog a short distance south of the lake.

Small steamboats, such as the Latona and the Maud Foster, connected with the horse cars and carried passengers to the various settlements on the north shore of Lake Union, in the Latona and Fremont districts. Years later, when there was a car line from Fremont to the south shore of Green Lake, another little steamboat ferried passengers across that lake.

There was an element of danger about the horse cars not shared by the vehicles of today — electric or cable cars never become frightened. But horses do; in the first two years of operation, three serious runaways took place. In one instance a car with a number of passengers turned over upon its side.

Not infrequently the horses coming down the steep First Avenue grade from Pine Street went too fast to make the turn at Pike Street and ran off the track.

But these two car lines served only part of Seattle, so in 1888 coaches were operated along First Avenue from Cherry Street to Madison Street, then up to Broadway and north on that street. These coaches, each drawn by four iron-gray horses, ran every forty-five minutes, some as far as the cemetery. But the winter roads were so bad that the line had to be abandoned.

* * *

Then came the first glimmer of the modern era. In September, 1888, Seattle celebrated the opening of the first cable railroad north of San Francisco. It ran out Yesler Way to Lake Washington and back in Jackson Street. The Front Street cable started up the next spring, running from First Avenue and James Street to Pike Street, then to Second Avenue and north to Denny Way.

The Seattle Transfer Company, in March, 1889, put on five gurney cabs, the forerunners of the present day taxicabs.

* * *

But the real day of days, in the way of transportation, was at hand. On March 19, 1889, the first car ever propelled by an electric motor on Puget Sound went from the barn in Queen Anne Avenue down through North Seattle. It ran fifteen miles an hour and, as the admiring street crowds commented, "went up and down grades with the ease of a bird."

The driver of one of the horse cars was so frightened at the approach of the electric car that he quickly unhitched, turned around and drove the other way as fast as he could.

The first electric cars took the same routes as the earlier horse cars, on First and Second Avenues and out to Lake Union.

Most of the city electric and cable lines came under a single ownership at the beginning of this century, resulting in many improvements and extensions. Later all these lines were sold to the city and now comprise the municipal railway ystem.

The interurban electric line to Tacoma opened in 1902 and later a line, still operating, was built from here to Everett.

With the streets so full of automobiles now, it is difficult to realize that the first motor car was not brought here until July 23, 1900. It was an electric, two and a half horsepower, could go twenty miles an hour and certainly created a sensation as it rolled up the Second Avenue paving. It was built like a buggy so that it could be repaired by any carriage maker.

It seems even more strange that with this actual demonstration, the "horseless carriage" created no permanent impression. It was years before Seattle took automobiles seriously or before there was even a further mention of them.

About sixteen or seventeen years ago the jitney buses, automobiles carrying passengers for five or ten cents, began paralleling many of the street car lines, but the Council eventually forbade their operation, since they took money away from the street cars.

Now, however, the large motor buses are an important part of the railway system. Between Seattle and outside points they have supplanted the Tacoma electric line and a number of the Sound steamboat lines.

CHAPTER 5

How Seattle Used to See — and Keep Warm!

If you want light in your home now, you press a button or turn a switch, and in many instances, heat may be obtained in the same easy way. It would seem a real hardship to us now if we had to read by tallow candles or oil lamps, or found it necessary to chop wood to keep warm, as our Seattle ancestors had to do.

Wood, of course, was the first fuel of the pioneers; they had plenty of it with their constant clearing away of the thick forest which once covered all of Seattle's hills. But the village was scarcely ten years old before everyone became excited about the discovery of coal east of Lake Washington. An enterprising chap named William Perkins brought some of it here in the winter of 1864. But before we note the amazing route he had to travel, it will be necessary to understand the rivers of that day as compared with those of the present.

The outlet of Lake Washington, in the sixties, was at the south, not at the north, as now. The lake flowed for a short distance out into Cedar River and then the waters of both poured into Black River, which crossed the valley to the west, starting near Renton and emptying into White River. The united streams, the White and the Black, then formed the Duwamish, which emptied into Elliott Bay.

When Lake Washington was lowered more than half a century later by the digging of the canal, Black River was dried up, though you still may see the old bed, where it joined

the White, at Black River Junction. To avert valley floods, White River, starting on Mount Rainier, was diverted to flow south, through the Puyallup, into Tacoma's harbor.

The stream running northward through the valley now is Green River, all the way from the Cascade foothills to its junction with the Duwamish Waterway. So there is now neither a Black River nor a Duwamish, nor any White River this side of Auburn.

And now let us see what William Perkins did to supply Seattle with its first coal in 1864. He started from our waterfront in a tiny steamboat, chugged up the Duwamish, then up Black River into Cedar River, then into Lake Washington, all the way north in that lake to Squak Slough, now the Sammamish River, which you still may see as you ride along the highway to Bothell; went through this little water course into Squak Lake, now Lake Sammamish, and down that lake to a point on the east shore where he loaded five tons of coal.

His return trip was over the same roundabout course—two lakes and four rivers. He made several journeys of this sort and sold his coal here at a good price.

Within three years' time most of Seattle was using coal instead of wood. In 1870 the Newcastle mine was opened; then the coal came down to the shore of Lake Washington in wagons and was shipped down Black River in scows.

However, that river was narrow and swift and full of snags, and the scows had an inconvenient habit of upsetting or stranding on the sand bars. So, later on, the coal was taken north on the lake to the portage, then a narrow neck of land in the present Montlake district; drawn across this land on a wooden track by horses, carried on scows to the south end of Lake Union, at the foot of Terry Avenue North,

and there transferred to the coal railroad, down Pike Street, of which you have already learned.

The next time you go across Lake Washington, look for a lot of piling extending into the water across from the southern half of Mercer Island; that is the remnant of the old wharf where, sixty years ago, the Newcastle coal was loaded.

At one time the barges carried the coal cars themselves, just as they were loaded at the mine. A whole train of cars, upset from one of these barges, today lies at the bottom of the lake about a half mile out from Madison Park.

CONNECTING THE LAKES

This shows the portage after a narrow channel had been cut through it in 1887 so logs could be floated from Lake Washington into Lake Union. Before that, this was the narrow ridge of land across which, for years, coal cars were drawn on a wooden track by horses.

* * *

Coal had much to do with Seattle's early growth and prosperity; by 1875 coal mining surpassed even lumber as the town's chief source of income. One company alone kept a fleet of nine huge sailing vessels going all the time between here and San Francisco.

House and street lighting here, until the early seventies, was of the crudest sort—candles, and lamps burning fish oil were all the pioneers had.

Gas came next; as early as 1870 a few of the stores were lighted by portable gas lamps. A new and energetic gas company was formed and on New Year Eve, December 31, 1873, nearly all of the business houses and a number of homes were lighted by gas for the first time.

* * *

The first electric light ever seen here shone on the wharves from the deck of the steamship Willamette. The waterfront was jammed with awe-struck citizens, marveling at the "beautiful white light", on that memorable summer night in 1881.

The electric light was introduced gradually. It was not until 1886 that a general system of electric lights was put into general use at 9 o'clock one evening. All other varieties of artificial lights were at once turned off by the delighted citizens. Soon the streets were thronged, the crowds milling from house to house to marvel at the glowing electric bulbs.

The important changes in those two utilities, since early days, are that gas has virtually withdrawn from the lighting field but has become a formidable factor in heating and cooking, while electricity has become the almost universal lighting agency here and has developed into use for cooking as well, but above all, has found important use in the field of power.

Seattle owns and operates "City Light", a gigantic public enterprise with an investment of many millions of dollars and 94,000 light and power customers.

First agitation for a city light plant came in the autumn of 1892, because rates then charged were deemed much too high. The Council, in 1899, directed the Board of Public Works to plan the establishment of a light and power station in connection with the waste water from the Cedar River system.

The city's power plant at Cedar Lake, the first municipal water power station in America, began lighting the city distributing stations January 10, 1905 and the streets six days later. All municipal buildings were lighted by the city on February 18. Late that year the city voted to distribute light in the residence districts.

More plants were built at Cedar Falls. In 1911 City Light, until that time under the water superintendent, was made a separate department. In 1914 a steam plant was added on Lake Union, but the demand for current grew so rapidly that in 1918 the huge Skagit development was undertaken. President Coolidge placed the Gorge power house in service September 27, 1924.

Now a second big unit, the Diablo plant, is nearing completion and work is in prospect on a third, at Ruby Dam. Ruby Lake, above the dam when fully completed, will be larger than Lake Washington and will extend several miles into Canada.

As a result of lowered costs to consumers, Seattle leads the world in the use of electric ranges, with nearly 42,000 installed. Seattle also is recognized as America's best-lighted city.

Of late years two additional heating agencies have come into the field to compete with wood, coal and gas—diesel oil and sawdust.

CHAPTER 6

Indoor Entertainments

The theatre has had its evolution, here, from humble beginnings.

What did our great grandfathers and grandmothers see when they went to a place of amusement?

Well, one of our earliest forms of stage entertainment, which has survived in a limited way even to the present era, was the minstrel show. Blackface performers began coming to Seattle as early as 1864. The pioneers used to crowd into tiny halls—with flat floors, because they were used for dances even more than shows—with footlights of sputtering candles, and laugh loudly at the funny end men and the clog dances.

And they applauded every song and exhibition of gymnastics and lived over every feature of the performance until, weeks or months later, another one came along.

* * *

Magical exhibitions, instrumental and vocal concerts, usually by a single artist, and elocutionists who recited selections from Shakespeare, were other offerings of the sixties and early seventies, before regular dramatic companies began to visit the Pacific Northwest. Indeed, if the latter had come in those early days, they would have found no stages upon which to display their art.

Next came the ventriloquists, the lecturers and enterprising individuals who traveled with sets of panoramic views of all localities from Washington and Oregon to Ireland. Trained cats were a town sensation at Yesler's Hall in 1875.

* * *

With more population on the north coast and theatres with makeshift stages, the eighties brought companies here,

usually from San Francisco, with plays as we know them today at The Metropolitan and The Moore. The old comic operas were frequently produced. There were many repertoire companies, that is, troupes putting on different plays, ranging from the classics to farce-comedies, on successive evenings. It was not uncommon for them to wind up an evening's presentation of a Shakespearean play or a heavy romantic drama with a roaring one-act Irish comedy, because the pioneers considered no evening complete without one of these "afterpieces."

SNOQUALMIE HALL

Charles Plummer erected this two-story building in 1859 at the southwest corner of First Avenue South and Main Street. On the ground floor was the first fine store in Seattle. Above was Snoqualmie Hall, the first adequate place of assembly in Seattle. In this hall, until 1866, traveling attractions, concerts, dances, public meetings and court sessions were housed.

Like all other forms of business, the trend of amusement places in Seattle has been to the northward. The first one here was Plummer's Hall, away down at First Avenue South and Main Street, in 1859. The second was in Yesler Way. Later the indoor amusements advanced to Cherry Street, and there leading playhouses were to be found as late as 1907. Since then the theatres have progressed into the upper end of the business section.

Our modern playhouses are as fine as may be found any-

where. The construction of the Stadium at the University of Washington has made possible the staging of huge outdoor spectacles, such as "The Wayfarer", while the still later Civic Auditorium, by its exceptional seating capacity, has done much to popularize the better forms of operatic and concert entertainments by making lower prices possible.

Few other features of American life have undergone such revolutionary changes, in the last twenty years, as have the nation's amusements. You enjoy going, in Seattle today, to palatial playhouses devoted to the talking motion picture art; luxurious theatres, seating thousands, with fine music, perfect lighting and heating, air-conditioning facilities and entertainments in which there are no intermissions, at low prices.

Occasionally a play with living actors comes here to find a ready welcome; happily the dramas and comedies of Shakespeare still live upon the stage. And concert events are numerous and of prime interest and cultural importance.

CHAPTER 7

Playing Football in Pioneer Place

Seattle boys and girls, fifty or sixty years ago, managed to have a good time, although they didn't have the school playfields of today, or any ball park or Stadium or much real space anywhere in the village for healthful exercise.

It is a peculiar fact that in Seattle's small-town days, not one open, level plot of any size was to be found anywhere. The streets were narrow, there was not even a graded park and of course outside of the settled district the underbrush and the woods began on all sides.

* * *

As you have learned, the beach originally came up to the foot of James Street. Yesler's Mill, constantly cutting timber, distributed the sawdust, taken out of the mill in wheelbarrows by Indian workers, over a wide area. The Occidental Hotel occupied about half—the eastern end—of the triangle formed by Second Avenue, Yesler Way and James Street. The apex, or western half of the triangle, was then vacant. All of this space, and the street intersection to the west, was deeply covered with sawdust.

First Avenue, at that time, ran directly through, on both sides, to Yesler Way. The small area between the end of First Avenue and the front of the hotel was known as Occidental Square. And in this tiny space, in the seventies, all the circuses which came to town were held. At other times platforms were built there for dancing and in 1877 crowds of boys and young men played baseball and football there.

* * *

The swimming beach for all Seattle, in the seventies, certainly would be considered convenient now. It was on the shore of the bay between Union and Pike Streets. The whole

town turned out in its quaint long-skirted bathing suits for the formal opening there of Jensen's Bathing Beach, with twelve bathhouses, on June 1, 1877.

Baseball was the first of the outdoor sports to gain popularity here. After occasional games from time to time for years, Seattle's first regular team, the Alkis, was organized in 1876. The first game was played with the Newcastles,

HOW IT LOOKED IN THE SEVENTIES

A central district taken, in the seventies, from the corner of Third Avenue and Pike Street. At the left, the original University, standing on the site of the present Metropolitan Theatre. In a small open and level space near this building Seattle's first regular amateur baseball team, the Alkis, played a game with the Newcastles in 1876.

in a small open space on the old University grounds, not far from the present Metropolitan Theatre.

The sport took leading place when, in 1877, a picked local

nine headed an excursion of rooters to Victoria and there won a game from the champions of this section.

A return match and excursion were at once arranged for July 4, but to find a field the young athletes had to go out to the race track on the Duwamish, near the present Georgetown. This game, which attracted visitors all the way from Victoria to Portland, with special railroad trains carrying more than a thousand spectators out, also was won by Seattle.

The Seattle "Reds", champion team of Washington Territory, toured the Pacific Northwest in 1886. They often played the Willamettes, the Oregon champions, and other teams at the race track.

All of the baseball of the seventies and eighties was by amateur teams, young men who played for the love of the game, as all high school and college teams do today. Seattle's first professional baseball came in 1890, this city being in a league with Tacoma, Spokane and Portland. For three years regular games were played on a field which had been built at Madison Park.

Seattle had a professional ball team again in 1898 and that year won the Coast championship. The games were played at that time at Y. M. C. A. Park, Thirteenth Avenue and Jefferson Street. In 1904 the ball games were switched to Recreation Park, near Fifth Avenue North and Mercer Street, and later to Rainier Valley.

The second outdoor sport to claim attention was horse-racing. The Seattle Driving Park Association, in 1883, put up a grandstand and hotel at the track on the Duwamish and the first racing meet was held there that summer. At the beginning of this century racing was conducted at a new track, the Meadows, also on the Duwamish, and, in recent seasons, at Longacres, farther south in the valley.

A Seattle eleven played football with Port Blakely and Tacoma teams in the autumn of 1891, but the game amounted

to little as a local sport until a year later, when the contests were held at Madison Park.

Two elevens were organized at the University and on October 16, 1892, the first American, or revised Rugby, game was played at the lake between the teams of the Seattle Athletic Club and the University, the former winning.

The first big intercity football contest ever held here was at Madison Park, January 2, 1893, between the Seattle Athletic Club and the Multnomah Athletic Club of Portland, for the Northwest championship. It was a tie game before a "record" audience of 3,500.

Football began to develop rapidly from that time. In the 1893 season the Athletic Club played similar organizations of both Port Townsend and Tacoma and the University played the Multnomahs at Madison Park. But the big college game that autumn was with Stanford, the latter winning 40 to 0. And the game was played at West Seattle!

By the beginning of this century the University was playing many intercollegiate games. Many downtown games, in 1901, 1902 and 1903 were played at Athletic Park, the renamed Y. M. C. A. field. In 1925 the University eleven captured the Coast Conference championship.

After football was well launched, Seattle turned its thoughts to water pastimes. The Seattle Yacht Club cruise to Victoria, where an international regatta was held, was an important sport event of May, 1893.

The first amateur regatta ever held here was on August 18, 1894, over a mile and a half course between Madrona and Madison Parks. Portland won a four-oared race against the Seattle Athletic Club and the Burrard Inlet athletes from Canada.

The University raced California on Lake Washington in June, 1903; since then it has sent many winning crews both to California and to the Hudson River in intercollegiate competition.

PLAYING FOOTBALL IN PIONEER PLACE

It is difficult for anyone not here at the time to realize the hold bicycling once held upon Seattle. The sport first came into notice on May 30, 1893, when a relay race, both ways between Seattle and Tacoma, was called a success "despite the bad roads."

Starting in 1895, bicycle racing at Y. M. C. A. Park created enormous interest. By 1895 and 1896 bicycling had become a "craze" here; every man, woman and child in Seattle who could afford it rode a wheel. Business men went to their stores, professional men to their offices and boys and girls to school, in bicycle costumes.

Difficult records were attempted. A Seattle man rode a wheel from here to Boston in eighty days, in 1896. Five men left here on bicycles, in June, 1901, to pedal across the continent to the Buffalo Exposition.

On the night of September 19, 1896, Seattle saw something it had never seen before and likely never will see again —a parade of more than 400 illuminated bicycles, marking the dedication by the Queen City Cycle Club of the new cinder path to the east of Lake Union. You may see traces today of this bicycle path of forty years ago; the boulevard from Lake Union to Lake Washington closely follows the old wheeling route. In 1897 bicycle paths were built south along Lake Washington and upon a trestle across the tide flats to South Seattle.

* * *

Other sports developed; the Olympic Tennis Club held its first annual tournament in the summer of 1894. The first local golf course was that of the Seattle Country Club, laid out in 1896. Basketball was popular by the beginning of this century.

College and high school athletics have advanced enormously in recent years. These institutions have excellently trained football, baseball, basketball and rowing teams that have traveled, in competitions, all the way from the Atlantic Coast to the Orient, developing character as well as winning games.

CHAPTER 8

Strange "Ifs" in Seattle's History

Things little in themselves have changed the whole course of events here, as everywhere else.

For example, Fort Nisqually, a few miles east of the present Olympia, was the first and only Hudson's Bay post on Puget Sound. But this powerful British trading concern, which at one time virtually ruled Western Canada and this region as far south as the Columbia River—under a yearly rental of "two elks and two black beavers"—at one time fully intended building a second post at Alki Point.

The spot was thoroughly surveyed and found well adapted for a post, so far as the land was concerned. The company was almost at the point of sending a force to begin construction when someone in authority, in 1834, decided that the point was too exposed to heavy storms to make its use advisable.

Had that officer arrived during a period of fine weather, instead of seeing it lashed by wind and rain, Alki Point undoubtedly would have been developed as a large trading post, in which case the village, town and city naturally would have grown up on the other side of the bay: there might have been no Seattle as we know it today.

Seattle just missed being the home of two large universities instead of one. In February, 1854, C. D. Boren, one of Seattle's original settlers, donated all of the blocks between Columbia and Seneca Streets and Sixth and Terry Avenues to Puget Sound University, provided it would build there. The institution could not raise the necessary funds to build and the land reverted to Boren.

Had the university, now in Tacoma, been possessed of the few thousand dollars needed, it would have had an immense campus directly adjoining that of the University of Washington, which in 1861 was established on a tract running from Seneca Street north to Union Street.

In other words, there would have been a solid university frontage, across the face of the First Hill, from Union Street to Columbia Street. The whole course of the city's growth necessarily would have been deflected either to the north or south, instead of to the east.

In pioneer days, Lake Washington was separated from Lake Union by a narrow neck of land, across which the coal cars were transported, as you have learned. Lake Union's outlet was a small stream running along the course of the present ship canal. Lake Washington's outlet was at the south, through Cedar and Black Rivers.

Away back in 1854, Thomas Mercer proposed that a canal connect the two lakes. Time after time, in the next twenty years, government engineers surveyed this route, but no action was really taken until decades later, though in 1887 a narrow channel was dug through so that logs might be floated from Lake Washington into Lake Union.

But in 1877 an interesting suggestion was given serious consideration. It was to dam up Lake Union's outlet at Fremont, raise the lake six or eight feet so that it would be level with Lake Washington and then cut the canal through between the lakes.

The object was to create, at the Fremont outlet, a waterfall which could be harnessed for power, to be used by factories between Lake Union and Salmon Bay. Had this been done, the industrial section of Seattle would have grown up along the route of the present canal, there would have been no canal, Lake Washington, instead of being lowered, as it

was by the canal, would have retained its original height and its original outlet and Black River would still be in existence as the only water route into Lake Washington from Elliott Bay.

* * *

In the winter of 1870 oyster-raising, on a huge scale, was attempted in the tide-flat area south of the town, now all filled in. By August of that year, 1,000 bushels of oysters, taken from Samish Bay, had been planted.

The attempt proved a total failure. Silt from the Duwamish covered the oyster beds and killed all the oysters.

Had those back of the enterprise made their beds at some point not affected by the river flow, or diverted the river water away from their beds in some manner, the experiment doubtless would have succeeded, the industry would have grown to important dimensions, the tide flats might never have been filled in and the bay would have extended miles farther south than it does now.

* * *

In pioneer days the Oriental population here, and at all other places along the Pacific Coast, was wholly Chinese; no Japanese or Filipinos had yet come to these shores. The Chinese were brought in by thousands as laborers at the time the first railroads were building. Chinese labor built much of the Northern Pacific and the Seattle & Walla Walla.

With the ending of the railroad work, the Chinese congregated in the cities, performing common labor of all sorts. In Seattle thousands lived south of Yesler Way and great Chinese stores and importing firms established themselves here.

* * *

An intense feeling against the Chinese grew in the minds of the white residents. In Tacoma they were driven out entirely, not one being allowed to stay in the city, and in Seattle the campaign against them found expression in the anti-Chinese riots of 1886, spoken of in the next chapter.

It is necessary to consider this state of the public mind in noting what follows here. In the early eighties, when business was outgrowing First Avenue South and lower Yesler Way, and it became evident that it must expand to other streets, a growth to the east, directly away from the waterfront, as in San Francisco and Portland, seemed logical.

But just at that time, three or four owners of lots along Washington Street gave long leases of their holdings to Chinese. This action was deeply resented by other citizens; it instantly depreciated all surrounding property for business purposes and the merchants all decided to build northward, along First Avenue.

It is entirely likely that had it not been for those Chinese leases just at that time, business in Seattle would have followed the easier grades of lower Washington, Main and Jackson Streets, instead of going up the steep hill of First Avenue, which was a high bank on the east side and a drop off to the waterfront on the west side. Seattle's business center today might have been in the Rainier Valley instead of where it is.

* * *

In the spring of 1889 Seattle's entire business section was laid in ashes by a ten-million-dollar fire. Possibly there would have been no such fire if, years before, an acute famine in bricks had not developed here.

In the summer of 1882 a building boom started. Many owners of downtown vacant lots were anxious to put up substantial brick buildings, as nearly fireproof as they could be made in those days. But the supply of bricks here was quickly exhausted and no more could be had.

Rather than delay construction for many months to await a new supply, meanwhile losing many thousands of dollars in rents, these owners erected flimsy wooden structures, touching one another, in solid blocks in the downtown section. These buildings, under a hot June sun, were tinder boxes so far as safety from burning was concerned. They

were still standing at the time of the fire, seven years later, and contributed directly to the magnitude of that disaster.

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Did you ever wonder why Pike Street became the first real east-and-west business street of Seattle, rather than Union, Pine, or some other street? The reason isn't apparent now, but it was in pioneer days.

In the eighties, when the first horse-car lines started, the cars went as far north in Second Avenue as they could, which was Pike Street, then had to turn east and west. A steep hill prevented further progress north. The grade up First Avenue to Pine Street was bad enough, although street cars and wagons could make that, but Second Avenue was impossibly steep.

And when you had climbed to Pine Street, a still steeper grade to Stewart Street confronted you. Persons once walked at about a level with the fifth floor of the present New Washington Hotel.

✦ ✦ ✦

And so business and traffic went east in Pike Street because it couldn't go north. Back of this is an underlying truth that it is well to remember—business and traffic, like water, always seeks the lowest level. You never walk up a hill if you can go around on an easier grade.

Street car and automobile traffic today, say from Second Avenue and Madison Street, bound to the districts east of Broadway, is largely diverted to Pike Street on the north or Jackson Street on the south, instead of going directly over the steep First Hill.

✦ ✦ ✦

Now notice the intersection of Second Avenue and Virginia Street. It was once the lowest point in the street from Pike Street out to Belltown. Now it is the highest and constitutes a hump; in all four directions the streets descend, which is an amazing bit of engineering in the case of a regraded section.

WHERE THE ENGINEERS WERE BLOCKED

Upper Second Avenue before it was regraded; from Lenora Street, in the foreground, a steep hill down to Virginia Street, then another steep hill up to Stewart Street. Virginia, where you see the horses and wagons, was the low point in the avenue. The engineers wanted to grade Second Avenue down virtually to a level from Pine Street north to Battery Street, but the old Washington Hotel, seen at the left, blocked that plan and forced the city to leave the Virginia Street corner untouched, as this was the carriage route to the hotel.

And the reason for that hump, against engineering advice and plans, was the natural insistence of one man, the late James A. Moore, that a carriage route be left for the use of his hotel, the old Washington, a magnificent structure, then

the leading hotel of the city, planted squarely on top of a lofty plateau covering the entire two blocks between Second and Fourth Avenues, Stewart and Virginia Streets.

The two-horse hacks—there were no automobiles in those days—used to come from the railway stations to Second Avenue and Virginia Street, then go east up a rather steep grade to enter the hotel grounds at Fourth Avenue. Had the regrade of Second Avenue been more radical, it would have been impossible for carriages to have driven up to the hotel.

* * *

It seems a pity, since the hotel itself was torn down just a little later, that this unsatisfactory compromise had to be made. If it had not been for that carriage entrance, First, Second and Third Avenues could have been cut through virtually on a level grade from Pike Street to Battery Street.

Or viewed the other way, Pine, Stewart, Virginia and Lenora Streets could have been made level from the Westlake Valley almost to Western Avenue. Much business would have gone north in the avenues instead of turning east, as it has done. The northern waterfront would have been more strongly developed.

And so the right-angled diversion of Seattle's retail trade areas all dates back to that carriage entrance to the old Washington Hotel.

CHAPTER 9

Historical Points in First Avenue

First Avenue and First Avenue South saw the beginnings of business activities in Seattle. Let us take a stroll down this thoroughfare, starting at Pine Street, and note the points of outstanding historical interest, as well as the progressive developments in the street itself.

Originally, this was called Front Street. From Pike Street north it was repeatedly regraded. It was so steep, before these regrades, that the boys and girls of the nineties had to get off and push their bicycles up the hill from Pike Street.

Right by this corner, in 1880, ran the two-horse wagon carrying passengers and freight from Seattle out to Belltown, around Bell and Battery Streets—a wagon every two hours.

You recall, too, that the horse cars turned at Pike Street up this hill in the early eighties, and it was at the turn into Pike Street, going south, that the horses not infrequently went so fast that they pulled the cars off the track and careened off down First Avenue.

Now let's go down to Pike Street. Here you are directly above the Great Northern tunnel, built under the city in 1904 so that the trains might have an ideal exit from the railway station at King Street to the northern waterfront.

Here, on the right, at the northwest corner, once stood the six-story York Hotel. It had to be torn down, as a matter of safety, when the tunnel was dug under it.

From here down to Madison Street, the boys coasted at the time of the deep snow of 1880. In the late eighties and

nineties a cable line ran up this street and turned here to Second Avenue.

A little west of here were the bunkers at which the San Francisco sailing vessels loaded their coal cargoes in the seventies, and right across this intersection ran Seattle's first railroad, going out to Lake Union for coal brought upon scows to the southern end of the lake.

And now to Union Street. Here, at the left, on the southeast corner, stood the home, until his death, of A. A. Denny, one of the first settlers, often called Father Denny by the pioneers.

Stop a moment at Seneca Street. This crossing, in early days, was a bridge; under it was a ravine through which passed all the travel from this section of the beach to Second Avenue.

From here down to Madison Street were high banks of dirt on the lefthand side and an abrupt dropoff to the beach on the righthand side. The first big street project here was putting a bulkhead along the west side and filling the west side of the street with earth inside this bulkhead.

Buildings put up on the west side had two or three stories below the sidewalk before they came to the Front Street level. At their back doors was the beach; Western Avenue and Railroad Avenue were created much later on.

Here at Spring Street, on the northeast corner, Amos Brown put up a pretentious home at the close of the sixties. It was spared by the fire of 1889 which swept all around it. Costing $8,000, it was, for a long time, the finest home in Seattle.

Madison Street is an important intersection. Here, in August, 1876, the Seattle Y. M. C. A. found its first home on the top floor of a wooden building on the northwest corner. The first public library was in this building in 1877.

And directly across the street, on the southwest corner, is the spot where the great Seattle fire of 1889 started. It burned most of the buildings north to University Street and everything to the south as far as King Street.

There is much of historical interest at the Marion Street corner. Here, on the northeast lot, stood the second home of A. A. Denny, who was Seattle's first postmaster, and in this little log cabin, where the Stevens Hotel now stands, he received Seattle's first mail—twenty-two letters and fourteen newspapers—on August 29, 1853. The mail was brought here in a canoe from Olympia.

And in this same log cabin, January 23, 1853, Dr. David S. Maynard performed the first marriage ceremony uniting a white couple, in Seattle. The happy pair were D. T. Denny and Louisa Boren.

Thirty-one years later, on this site, was built Frye's Opera House, this city's first well-equipped theatre. It was destroyed in the big fire.

Now we walk, on the east side, to a point sixty feet south of Columbia Street. Here was Bachelors' Hall, in which Mrs. Catherine E. Blaine taught the first school in Seattle. It opened in January, 1854, with fourteen pupils, and the session lasted until April.

Half a block farther on, we enter a zone of tremendous interest in Seattle's pioneer history. Stand on the west side of First Avenue, opposite the foot of Cherry Street. Right here, on a little rise of ground between where you stand and the beach of that day, was the North Blockhouse, a log structure which was the chief stronghold in the village at the time of the Indian attack, known as the Battle of Seattle, on January 26, 1856.

To show the unselfish spirit of the pioneers, D. T. Denny and others donated, to the building of this blockhouse, hewn

timbers over which they had toiled for many weeks, and which they had hauled from the forest to the waterfront for shipment to San Francisco.

In this blockhouse were weapons supplied by the U. S. warship Decatur—a dozen and a half small arms, a howitzer and two nine-pound cannon. In addition, a volunteer militia company was armed, as were all the men and women of the village. Huddled in this blockhouse were the town's sixty inhabitants and a score of settlers who had come in from their ranches for safety.

From this blockhouse a stockade ran diagonally to the South Blockhouse in Main Street.

* * *

Directly across the street, on the southeast corner at Cherry Street, where the Lowman Building now stands, was Yesler's Hall, built in the sixties and for nearly twenty years the home, not only of all the entertainments which came to the village, but of dances and celebrations and public meetings of every kind.

Look toward Yesler Way. Before the fire of 1889, First Avenue ran right through, without any bend, to Yesler Way. There was no Pioneer Place then. At Yesler Way you made a sharp jog of half a block to the right before you came to First Avenue South.

It is important to remember this in fixing the position of pioneer points. Occidental Square, you will recall, was the little open space from the foot of James Street to the south side of Yesler Way, most of it being the open area in front of the Occidental Hotel.

* * *

Now cross the street and go a block south. Here, at the northeast corner of James Street, now occupied by the Pioneer Building, stood the original home of Henry L. Yesler, easily the most important man here in the first twenty years of Seattle's history.

A row of maple trees stood on the James Street side, and

from the branches of these trees, on a scantling, three desperate murderers were lynched by the entire citizen body in 1882.

Directly across the street, on the east half of the triangle block, stood the Occidental Hotel, Seattle's finest. From the balcony of this hotel, in 1880, President Rutherford B. Hayes spoke to a crowd which filled all of the space in front of you. In this space were the bonfires and political speeches of every campaign in the seventies, eighties and nineties.

Cross First Avenue, now, to the Pioneer Place sidewalk. Here, in the eighties, stood Seattle's finest brick and stone business structure, the three-story Yesler-Leary Block. It was destroyed in the 1889 fire.

This totem pole was brought here by a party of business men in 1899, from Alaska. It is now 141 years old.

FIRST PICTURE OF SEATTLE, TAKEN IN 1864
This gives a clear idea of how the village looked twelve years after its founding. The street in the foreground is First Avenue South. Note the original University away off in the woods. Toward the right, the large building with the flagpole is the famous Occidental Hotel.

Stand at the Mutual Life Building corner. From here, to the west, Seattle's life centered in the fifties and sixties. Directly on this spot stood Yesler's famous cookhouse, a

wooden structure put up in 1854. It was the only place in King County to buy a good meal, court was held here, it served as a jail and the pioneers gathered for town meetings.

In this cookhouse the Rev. Benjamin Close preached the first sermon ever heard in King County. The first lawsuit in the county was tried here and in the Indian war of 1856, the volunteers and the naval officers on the Sound made it their rendezvous. It was torn down in 1866.

West of the cookhouse was Yesler's Mill, or rather all three of them. This mill was the lifeblood of infant Seattle. It kept the whole village going and at one time or another almost every man in the place worked there.

As the first steam sawmill on Puget Sound, it opened in 1853. Twice burned and rebuilt, responsible for filling in whole acres of low land to the south with its sawdust, the mill stayed there until 1887. When the last structure burned in that year, the site was deemed too valuable for further use of this sort.

Out from this mill was built the famous Yesler's Wharf, the first in Seattle, of which you have learned already.

Directly across the street, on the southwest corner, stood the first Yesler's Hall, used away back in the sixties for traveling attractions, chiefly minstrel shows. Here were spoken the first lines of Shakespeare ever heard in a local playhouse. Plymouth Congregational Church, it is interesting to know, gave a concert in this tiny place more than sixty-five years ago.

Look south from here. This street, now First Avenue South, was originally only three and a half blocks long; it was then known as Commercial Street. Here was the entire business section of Seattle in the fifties. For twenty or twenty-five years after that, every big store in town was to be found in these three blocks. It was Seattle's retail shopping district.

HISTORICAL POINTS IN FIRST AVENUE

Our tour now takes us a block south, on the west side. Near this northwest corner, at Washington Street, the first bank in Washington Territory was opened, in April, 1870, by Dexter Horton, under the name of Phillips, Horton & Company.

Cross the street and go half way down the block. Here, in 1879, Seattle's first regularly-constructed theatre, Squire's Opera House, was opened.

Main Street is an important stop; history was made on three of its four corners. First, the northwest, where the New England Hotel now stands. Here, in 1852, Dr. Maynard built the second log cabin in Seattle. Nearby he opened Seattle's first store.

Across the street, on the southwest corner, in 1859, Charles Plummer put up a large two-story structure, with his store on the first floor. The entire upper story, one immense room, he named Snoqualmie Hall, and here traveling attractions, concerts, dances, public meetings and court sessions were held.

Picture this corner on a summer night, July 22, 1859. The first excursion that ever came to this place has just arrived, on the steamboat Julia, from Olympia, Steilacoom and other up-Sound ports. And all Seattle is here to welcome the 200 excursionists and join with them in the grand ball given in Snoqualmie Hall in honor of the visitors.

And now the southeast corner. Early in 1859, before he built the hall across the street, Plummer established one of the first large hotels, the Conklin House, at this spot. Seventeen years later, it became the site of the Arlington Hotel, the largest building in Washington Territory when it was put up in 1876, and long one of the town's leading inns.

At this intersection, the fighting took place in the anti-Chinese riots already referred to. On Monday morning, Feb-

ruary 8, 1886, under escort, a hundred or more Chinese who had been driven from their homes to the waterfront the day before, left the wharf to return to what the mob had left of their homes.

And on this spot a crowd closed in upon the sheriff's guards. The cowering Chinese dropped to the ground behind their protectors. A hand-to-hand conflict followed, the officers fighting their assailants with clubs. Several shots were fired and five of the mob were wounded, one dying the next day.

The Seattle Rifles, under Capt. Joe Green, speeded to the scene from the wharf, as Sheriff John H. McGraw commanded the crowd to disperse. Company D of the National Guard marched to this corner from the courthouse and a speech to the mob by Capt. J. C. Haines, counseling everyone to go home, had the desired effect.

* * *

Look one block east, to Occidental Avenue; there was the South Blockhouse which, you will remember, was connected with the North Blockhouse by a stockade at the time of the Indian attack.

Now we go a short distance south on the east side of First Avenue South; here, in 1863, Dr. Maynard opened the Seattle Hospital, the first one here. Maynard was not only the superintendent but the entire medical staff, while Mrs. Maynard was the head nurse.

* * *

The story of First Avenue South, at Seattle's beginnings, has to come to an end at King Street, because there was the beach; everything south of here, for miles, was originally water and has been filled in. Here you are standing on what was once a marshy island, the bay curving and running many blocks to the east, to the foot of Beacon Hill.

From this corner, in the nineties, a train ran over a trestle to South Seattle. In 1896 smooth planks were laid over this trestle and it became a toll bridge for all Seattle to ride its bicycles to and from the southern valley.

CHAPTER 10

Historical Points in Second Avenue

Second Avenue, originally named Second Street, was developed much later than First Avenue; it was a residence street in all of the city's early history. There was no pioneer

SECOND AVENUE AND PIKE STREET IN 1884
The horse car is turning down Second Avenue. The home at the left is that of Captain Burns, on the site of the present Eitel Building.

development, aside from the erection of homes, north of Pike Street, because of the steep hills then prevailing.

The street also was in poor condition during most of the early period. In the seventies it had narrow wooden sidewalks which went up and down, over the ungraded surfaces, like a roller coaster. These sidewalks had no guard rails; at many places they were from three to ten feet above the roadway, and since there were no street lights, many a luckless pedestrian, on dark nights, tumbled off into the mud.

However, the mud was usually both deep and soft, so few serious accidents were recorded.

Between Pike and Marion Streets, Second Avenue was almost a swamp in the early seventies. To illustrate its condition, J. M. Colman, then running the Seattle & Walla Walla Railroad, in 1876 had occasion to borrow a six-ton locomotive from the coal railroad in Pike Street.

To get the engine down to his own tracks, Colman put it on a truck, at Second Avenue and Pike Street, and hitched eight horses to it for the downhill pull to King Street. And the mud was so deep that it took those horses two whole days to cover that mile. The street was like a frog pond every winter.

Second Avenue was much narrower at first than it is now; it was widened in 1887.

* * *

And so we shall start at the Pike Street intersection. Here, on the northeast corner, was built the barn for the tiny street cars, and the horses that pulled them, when the line opened in 1884.

At this intersection, in the nineties, the cable cars, coming from First Avenue, used to whisk around the corner and up the hill to Pine Street. The hill was so steep that all the passengers would slide down in a bunch at the rear end of the lengthwise seats.

The line of attacking redskins crossed Second Avenue, diagonally, near here, on the day of the Indian battle in 1856.

* * *

Now we go a block south. Here on the northeast corner the Seattle Times was published for many years in the first decades of this century, in the building you see here.

Diagonally across, on the southwest corner at Union Street, was for a long time the most expensive bit of pasture land on the Pacific Coast. A. A. Denny, you recall from your First Avenue tour, had his home in this block; this Second Avenue corner was his back yard and here his contented cow grazed peacefully.

Long after the property had gone up enormously in value, and new buildings had been put up all around here, Denny

refused to sell this corner, saying that if he did he wouldn't have any place to keep his cow.

South from here, all the way to Jackson Street, Second Avenue was lined with tents in the summer and autumn of 1889. That was in the period when the merchants were rebuilding after the great fire; each tent housed a store of some sort.

The Seneca Street intersection has its own interest. The Academy of the Holy Names, now one of the city's large educational institutions, had its beginnings here in 1881, in a two-story frame building that stood at this northwest corner.

Across the street, on the northeast corner, in the remodeled building now there, was the first Pantages Theatre, one of the town's earliest vaudeville houses. And on the southeast corner, until it burned in 1911, and also in the present building, was the Lois Theatre, the home for years of a stock, or resident dramatic, company.

Go south, on the east side, to a point a little north of Spring Street; here stood the first Plymouth Congregational Church building, dedicated in 1873.

From here south, Second Avenue was a fashionable residence street for many years. In the eighties fast horses, on stylish turnouts, used to race up and down here in the summer afternoons.

And here at Spring Street, on the northwest corner, stood Brown's Pavilion, used by the citizen soldiers and for many civic purposes. Here the Central School pupils came for their lessons when the old Central, at Sixth Avenue and Madison Street, burned down in 1888. So this was the leading school of Seattle for many months.

Both sides of the next block are of especial historical note. The Rialto Building, still standing on the west side along the entire block, was built and opened in 1894 with the intention of its becoming Seattle's first huge department store, with

many different lines of business under one roof. The Seattle Public Library moved into this building in 1896 and stayed several years.

And on the opposite, or east side, this whole block, then a hillside, was dedicated, in 1870, as the North Pacific Gardens, Seattle's first pleasure park. Aside from the restaurant, dancing and pens of wild animals were features.

From Spring Street south to King Street, nearly everything was burned down in the 1889 fire.

* * *

The next point of interest is the northwest corner at Madison Street. At this point, early in 1864, the Rev. Daniel Bagley built the Methodist Protestant Church, the famous Brown Church of the pioneers. Here, August 4, 1864, he conducted a union patriotic service, in accordance with a proclamation by President Abraham Lincoln, setting aside that day for prayer and fasting throughout the nation, at one of the darkest periods of the Civil War.

Over on the northeast corner, in 1876, Dr. G. A. Weed, then the mayor, built a splendid residence, a showplace of Seattle and the scene of many brilliant social affairs. Later it became the home of another pioneer, John Leary.

* * *

Let us go next to the southeast corner at Columbia Street. The Rev. David E. Blaine, soon after his arrival, planned and built Seattle's first church at this corner—the Methodist Episcopal, or White, Church. It was dedicated May 14, 1854.

At the other end of this block, at the northeast corner of Cherry Street, the Blaines built their home. Mr. Blaine brought with him, from New York, a few apple seeds; with these he planted Seattle's first orchard at this spot. The trees bore fruit for more than thirty-five years.

Mrs. Blaine became Seattle's first superintendent of schools. You have already learned of her teaching in Bachelors' Hall, First Avenue, in 1854, but in her second year she

SEATTLE'S FIRST CHURCH

This is how the southeast corner of Second Avenue and Columbia Street looked to the early pioneers; the White, or Methodist Episcopal, Church, dedicated May 14, 1854.

taught in her own home here at Second Avenue and Cherry Street.

* * *

Just across the street, on the northwest corner, Carson D. Boren built his log cabin in the woods in April, 1852, the first house in Seattle. He moved into it less than two months after Seattle was founded. The Post-Intelligencer was published on this corner for many years. The Times was published in the late nineties on the east side, about the middle of the block.

The Alaska Building, on the southeast corner, is Seattle's first skyscraper.

And the last of the four corners, the southwest, is not

without its recollections. Here Mrs. Henry L. Yesler had her famous blackberry patch in the fifties. What berries the boys left her she sold at a good profit!

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You will see the two-story Butler Block at the northwest corner of James Street. In this building, once seven stories high, the City Hall was housed for a time after the fire in 1889.

Note Fortson Place, the small triangle facing Yesler Way. This area, like Pioneer Place, was the result of taking out the former sharp jog at the junction of Second Avenue and Second Avenue South, after the fire.

It was named in honor of Capt. George H. Fortson, Seattle officer of the First Washington Infantry, killed while fighting the Filipinos in 1899. The intention, when the triangle was named, was to erect a statue there in his memory.

✦ ✦ ✦

This space, then unpaved, was put to a curious use at the time of the 1897 Alaska gold rush. It was a horse market, crowded with buyers and sellers of animals intended for use in the northland.

On a lot a little south of Yesler Way, on the east side of Second Avenue South — before Second Avenue was cut through to the railway stations — a two-story brick building became Seattle's city hall in 1882, remaining so for many years. It included an engine house for the two fire engines and an eight-cell jail on the first floor and a council chamber and offices above.

CHAPTER 11

Historical Points in Third Avenue

Third Avenue became important many years after Second Avenue had become well-established, with the exception of pioneer activities at its southern end. The hills up from Second Avenue originally were steep and the street was held back until it was radically regraded about thirty years ago.

Toward the north, Third Avenue was entirely blocked, for the first fifty years of Seattle's existence, not only by the heavy grades north of Pike Street, but by the double block, between Second and Fourth Avenues, upon which the Denny, later called the Washington, Hotel, was built. Third Avenue ended at Stewart Street and began again at Virginia Street.

The hotel stood in the center of what is now Third Avenue, just a few feet north of Stewart Street. The latter thoroughfare, in the early nineties, was subjected to a deep cut between Second and Fourth Avenues. This left the big hotel sitting on top of a steep bluff overlooking the city.

* * *

Hence the tour may begin at Pine Street. As you have learned already, the carriage entrance to the hotel was from the rear, up Virginia Street to Fourth Avenue. But that way was too roundabout for hotel guests, on foot, to get to and from the place.

So James A. Moore, the managing owner, built an inclined railroad from the intersection where you are now standing, at Pine Street, over the Stewart Street chasm directly to the front portico of the hotel. No fare was charged. The railroad was only one block long, but Moore proudly asserted that it was "as wide as any in the world."

Over here on the northeast corner stood the famous old North School, attended by a few pioneers still living here. It was opened in 1873 and used until 1887.

On the southeast corner was built the Methodist Protestant Church, the successor to the Brown Church in Second Avenue. The congregation moved here in April, 1890. When Third Avenue was regraded and cut down, a story was built under the church. After the church moved out, this lower floor, and later the upper floor, were converted into a theatre. Here stock companies, and one or two fine traveling attractions, were seen at the start of this century.

* * *

Next we stop at the northwest corner of Union Street, diagonally across from the postoffice. Here stood the Fisher Building, used for a time to house the overflow pupils from the Central School farther down the street. It was leased for school purposes in December, 1871.

Look up, on the south side of Union Street, to a point a little this side of Fourth Avenue. Here stood the famous old Armory where the National Guard made its headquarters, where many big traveling operatic and dramatic attractions were seen in the early nineties and which was the seat of government here, in other words the city hall, for a short time after the fire of 1889.

* * *

Now cross the street and go a block south to the northeast corner at University Street. On these lots, then vacant, a circus showed in 1884. Here the citizens of Tacoma set up a relief tent and fed thousands of hungry Seattleites just after the fire of 1889.

The Plymouth Congregational Church stood here for many years, beginning in 1893. Then in 1915 the new Pantages Theatre opened here in the building now occupying the double corner.

A NOTED EARLYDAY PLAYHOUSE

This theatre, remodeled from a mercantile warehouse, was one of the most popular playhouses in America from 1890 to 1907 — it didn't close until the steam shovel of the regraders was working in its very entrance. It was known first as the Madison Street Theatre, then Cordray's and finally as the Third Avenue. Up the hill, adjoining the theatre proper, was the Auditorium — you had to buy a ten-cent ticket for the vaudeville show there before the main entertainment whether you went in or not. Two blocks up Madison Street may be seen the old Providence Hospital.

Go south on the west side of the street; midway between Seneca and Spring Streets, in a building still there, the Seattle Star was first published in 1899.

* * *

The northeast corner at Madison Street was of pioneer importance. Here stood the original Central School, opened in 1870 and continuing until 1883—the first public school in

Seattle. The schools before that were all supported by private contributions.

In 1890 a warehouse standing on this double corner was converted into one of the best-known of the city's earlier playhouses, first called the Madison Street Theatre, then Cordray's Theatre and finally the Third Avenue Theatre. For seventeen years former generations of Seattleites applauded the heroes and hissed the villains in the melodramas presented in this historic playhouse.

Over on the southeast corner stood the First Presbyterian Church, opened in 1877 and used until far into the nineties.

A little south of here, about the corner of Marion Street, the line of Indians, several thousand in number, crossed Third Avenue on the morning of January 26, 1856, on its way toward North Seattle. This line was held until the attackers of the village saw they were beaten and withdrew with a few defiant farewell warhoops.

Note the huge frame house at the northeast corner of Marion Street. Few homes in Seattle today are more magnificent than was this residence when it was put up by a pioneer capitalist, M. V. B. Stacy, at a cost of $50,000. It was completed in February, 1885, and so is one of the real landmarks of the downtown section. The Seattle Chamber of Commerce moved into this building in 1890.

Just across the street, on the southeast corner, once stood the Methodist Episcopal Church, the congregation moving here from the famous White Church in 1887 and remaining for many years.

The three-story frame structure just torn down at the northwest corner of Columbia Street, which you all remember, was the oldest building in the central business section. It was put up in 1883 and was steadily occupied for more than fifty-two years.

On the northeast double corner at Cherry Street, now occupied by the Arctic Club Building, was erected, in 1892, the Seattle Theatre, a beautiful modern structure that housed leading attractions for a dozen years and was used until 1915. The Rainier Club had its home in this building for a time.

Look down Cherry Street, on the south side; this building, now converted, was the Grand Opera House, opened in 1900 and succeeding the Seattle as the leading playhouse until the Moore was opened in 1907.

The entire block, between James and Jefferson Streets, now occupied by the County-City Building, was in the early nineties the home of Henry L. Yesler. The mansion stood in the center of the block and was surrounded by an orchard that supplied plenty of fruit to the Yeslers and their friends. The Public Library was housed here after Yesler's death, until the structure burned down.

Then it became a playhouse site in 1903. The first Orpheum vaudeville shows were given here for several years.

On the northwest corner at Jefferson Street stood Trinity Episcopal Church from 1870 until it was burned in the great fire.

The forerunner of the present huge County-City Building came in 1860, when the county leased, from Yesler, the southwest corner at Jefferson Street, extending to Yesler Way, where the fountain now plays. Here the county put up a small building—which Yesler, years later, had to take over because the county wouldn't pay its rent—which became known as the County Building. Here the county business was conducted, and it is remarkable, in view of the long distances all other forms of business have moved in Seattle, that the courthouse today is just across the street from where it was three-quarters of a century ago.

On the southeast corner of the same intersection, extending to Yesler Way, stood for many years a later courthouse, built in 1880 and used until the opening of the new stone structure away up on top of the hill, at Seventh Avenue. After that, it became the City Hall, with the police headquarters adjoining on the Yesler Way side.

The original frame building had so many extensions, alterations and remodelings that it became known as the "Katzenjammer Castle."

Look up Jefferson Street. On the southwest corner, at Fourth Avenue, stood Turner Hall, later the Seattle Opera House, for several years after the fire this city's leading playhouse.

You will be interested in knowing that when the white men first came here, where this park is now was a deep ravine, with a running stream from springs in the hill, with many tiny waterfalls as the rivulet made its way south into the bay.

* * *

The northeast double corner at Washington Street and Third Avenue South has a deep religious significance. Here was built, in 1869, the third church in the village, Our Lady of Good Help, at a time when there were only seven Catholics in Seattle. It was enlarged several times and finally torn down in 1904.

This intersection was the heart of Chinatown in early days.

CHAPTER 12

How Some of Our Locations Were Named

Knowing when and why localities in this vicinity were named will give you an interesting insight into our history at its various stages.

One of the first points to receive a title which stands to this day is Cape Flattery, at the southern entrance to the Strait (not Straits) of Juan de Fuca. It was named by Capt. James Cook, sent out by the British Admiralty to explore the North Pacific Coast, then known as New Albion.

He arrived on the Washington coast in March, 1778, in the ship Resolution. George Vancouver, later to become famous, was one of his midshipmen.

He saw and named Cape Flattery, which had been christened Martinez by Perez four years earlier. But strangely, like that Spanish explorer, he failed entirely to see the entrance to the strait and sailed onward to the west coast of Vancouver Island.

It was Capt. James Meares, an Englishman, who, in 1778, named the strait after its alleged discoverer, Juan de Fuca.

* * *

April 30, 1792, Capt. George Vancouver of the British navy, in the ship Discovery, entered the strait and discovered and named Dungeness. Next day he named Port Discovery Bay. On May 19 he sailed into Seattle's harbor. On this voyage he named Protection Island, Admiralty Inlet, Mount Rainier, Mount Baker, Whidby Island, Hood Canal and Puget Sound.

The personal names honored Rear Admiral Peter Rainier of the British navy and three of Vancouver's officers—Joseph Baker, Lieut. Joseph Whidbey and Peter Puget.

Port Orchard was named for another of Vancouver's officers, the first white man to see that spot; Port Townsend after Marquis Townshend, Mount Hood and Hood Canal for Lord Hood and Mount St. Helens for the British ambassador to Spain. Vashon Island carries the name of Captain Vashon of the British navy.

Captain Robert Gray, in the American ship Columbia, discovered Grays Harbor — later to be named for him — May 7, 1792. Four days later he sailed into the Columbia River, naming it for his vessel.

In 1841 a United States exploring expedition under Capt. Charles Wilkes entered Puget Sound, anchoring first at the south end of Whidby Island, just a few miles from here, then sailing up the Sound to Fort Nisqually. These four vessels, the ships Vincennes and Peacock, the brig Porpoise and the tender Flying Fish, surveyed Hood Canal and all of Admiralty Inlet, including Seattle's harbor, and sent out several land parties.

On this voyage Captain Wilkes named Elliott Bay for the Rev. J. L. Elliott, chaplain of the expedition. He also named Port Blakely, Port Madison, Port Gamble, Port Ludlow and Mount Adams. He called Tacoma's harbor Commencement Bay because he began his surveys there.

Note this curious thing — early historians and geographers used the possessive in connection with many named spots. They wrote of Vashon's Island, Vancouver's Island, Whidby's Island, Hood's Canal, Gray's Harbor and so forth. The Columbian, printed in 1852, was dated, "Olympia, Puget's Sound."

All of these possessives have since been discarded with one exception: Grays Harbor retains the final "s" but has lost the apostrophe.

HOW SOME OF OUR LOCATIONS WERE NAMED

This state was named for the first President. Idaho was named after a steamboat! It was the Idaho, which then ran between The Dalles and the Cascades, in 1860. The boat took its name from a Nez Perce — Indian — word, meaning "Gem of the Mountain."

No one really knows what "Oregon" means or where the word came from, although several explanations of it are advanced.

Alaska is from Ak-ay ek-sa, name of the native islanders off the coast, meaning "great country."

C. T. Conover, Seattle pioneer, was given the credit, in 1890, of originating the title, "Evergreen State," for Washington. It was used in the advertisements of his realty firm. The Northern Pacific then adopted it in all its advertising and thus brought it into general use.

Tenino may sound like an Indian word, but it isn't. The name was taken from the numbers on the side of a boxcar standing in the lumber yard there — 1090.

Similarly, Bucoda is a coined word, formed of the first two letters in the names of three coal mine owners who were there in 1887 — Buckley, Coulter and Davis.

Sumner was named for Charles Sumner, the American statesman.

Tacoma is an adaptation of the Indian "tahoma," meaning "reaching to heaven," a word the Indians applied loosely to all high mountain peaks.

King County was named for William Rufus King, thirteenth vice-president of the United States. Smith Cove bears the name of Dr. Henry A. Smith, who lived there in early days. Salmon Bay was so called by Edward Carr and John Ross, the first white men on the bay, who took up claims and fished there in the salmon season of 1852.

Of places about here, Enumclaw was named for a mountain; the word means "thunder and lightning." The name of a hamlet called Melrose was changed, in March, 1883, to Redmond, after McRedmond, a pioneer of the Sammamish Valley.

Strangely, a little place south of Seattle is called Tahoma, but not from the Indian word. This Tahoma is a combination of the first two letters of Taylor, Hobart and Maple Valley.

Auburn was originally named Slaughter, after a brave army officer who was killed in the Indian war. The name was changed by the legislature after a delegation of the townspeople said it grated on their nerves to hear the runner for the leading hotel, meeting the trains at the station, crying, "This way to the Slaughter House."

Kitsap County also was at first named for Slaughter, but that title was changed to the name of a war chief living near Port Madison.

Kent was named for the English hop-picking center, by the Northern Pacific, in 1884.

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Alki — pronounced Al-key, NOT Al-kai — is a Chinook word meaning "bye and bye" or "in a little while." The point was named by the first settlers there, in 1851.

Duwamish, Snohomish, Skykomish, Skokomish and Stillaguamish are adaptations of Indian words, the "mish" in each case signifying "river" or "river people."

Seattle was named by Dr. Maynard in 1852 for Chief Seattle, a friendly Indian. Maybe you can pronounce the original Indian name of this place—Zechalalitch. In the short period before it was named Seattle, this village was known, on all deeds and records, as Dewamps.

Dr. and Mrs. Maynard paddled a canoe up the Duwamish and Black River into Lake Washington in September, 1853. The lake never before had been seen by a white woman. On that trip Mrs. Maynard named Cedar River.

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At the Independence Day celebration on the lake shore near the present Madison Park, July 4, 1854, Thomas Mercer

LAKE UNION HALF A CENTURY AGO
This shows how much farther south the water came in the eighties than it does today. When the car line was first built to Fremont it crossed the little bay to the left on a trestle; now all of that area is solidly filled in. The Western Mill is shown on the shore. The wooded background is East Queen Anne Hill.

named Lake Union and Union Bay, because he saw, even then, that sooner or later they would be united.

At this same celebration A. S. Mercer's suggestion that the Indian name of Lake Duwamish be changed to Lake Washington, after the first President, was adopted.

Leschi Park was named for a murderous Indian chief who steadily fought the whites here and who later was tried in the old courthouse still standing at Steilacoom for the murder of an army officer, convicted and hanged. The park site is supposed to be the spot where Leschi landed, after crossing the lake with his war canoes, to attack Seattle in 1856.

* * *

The first name of the high promontory across the bay was Lamb's Point. In the sixties it became known as Freeport. In November, 1877, it was renamed Milton and still later it was given its present name of West Seattle.

Every city has its nickname — Seattle is "The Queen City." First use of this expression was in a real estate circular issued in Portland in 1869, lauding Seattle property as an investment. The circular was entitled "The Future Queen City of the Pacific."

The Northern Pacific time cards of 1882 all carried this "Queen City" designation for Seattle.

Capitol Hill was so designated by realty promoters who offered a site there for the state capitol buildings.

Fremont was named for Fremont, Nebraska — the title has been ascribed to the Blewett family and to L. H. Griffith. Ballard was named in 1890 for W. R. Ballard, prominent shingle manufacturer.

Dr. Maynard bestowed its name on Weller Street in honor of John Weller. Dearborn bears the name of H. H. Dearborn and his brother, realty promoters; King, the name of the same man for whom the county is called.

Jackson, Washington, Jefferson and Madison took the names of Presidents. Every town in the country has a Main Street. Yesler Way preserves the name of Henry L. Yesler. Alder, Cherry and Pine took the names of trees.

From Jefferson Street north to Pine Street, the pioneers conceived the idea of naming each two streets with the same first letters. This plan accounts for the names of James, Columbia and Seneca Streets. Marion is for Francis Marion; Spring was so named for a spring which supplied water to the early settlers and University Street ran directly into the grounds of the original territorial University.

Union Street commemorates Civil War patriotism. Pike Street honors John Pike, who lived at a Third Avenue corner. He arrived in 1869 and became a paperhanger, architect and builder.

HOW SOME OF OUR LOCATIONS WERE NAMED

Stewart Street bears the name of Joseph A. Stewart, husband of Olive Bell, for whom Olive Street was named. Virginia Street is called for another daughter of the pioneer, W. N. Bell. Lenora is for Leonora Denny. Blanchard Street preserves the name of John M. Blanchard, Seattle's first city treasurer. Bell Street honors the pioneer himself — William Nathaniel Bell.

Clay is for Henry Clay, Broad because of the intended unusual width of the street and Bay because it ran to the waterfront.

Prefontaine Place preserves the memory of the pioneer Catholic priest, Father F. X. Prefontaine; Fortson Place that of Capt. George H. Fortson, killed in the Philippine Islands in 1899.

* * *

Minor, Boren and Terry Avenues are called for pioneers, T. T. Minor, Carson D. Boren and Charlie Terry. The Dennys were not overlooked. Denny Way is for D. T. Denny, John for John B. Denny and Thomas for D. Thomas Denny.

Bagley Avenue stands for Dr. H. B. Bagley, a pioneer of the early seventies.

Bellevue is based upon the pioneer Bell name. Mercer stands for Thomas Mercer, Harrison for the President, Kinnear Place for George Kinnear, Frink Boulevard for J. M. Frink and Maynard Avenue for Dr. Maynard.

Charles Street was named for Charles Plummer, Post Street for J. J. Post, the pioneer millman; Hanford Street for Edward Hanford and Holgate Street for John Holgate.

Oddly enough, three different streets, Judkins, B and Norman, are all named for one person, Norman B. Judkins.

CHAPTER 13

Out of the Ordinary

For its first thirty-five years the University of Washington, as you may know, stood in the center of a downtown campus, the main building being just about where the Metropolitan Theatre now stands. Of course, it had to have a belfry bell, and this was ordered in the East at a cost of $350.

The bell took the course of all such shipments for Seattle in that early day, 1861; it came across the continent to San Francisco and from there was sent north on a sailing vessel, the bark Brontes.

The ship came into Elliott Bay in such a dense fog that it ran past the wharves and grounded on the tide flats south of the village. The captain solemnly rang the bell from his forward deck. The whole village flocked to the waterfront, amazed at the deep tones coming through the fog across the water.

And so the first use of the University bell was not to call students to classes, but to summon help to a ship aground in the harbor.

* * *

In early days the California sailing vessels brought passengers, as well as freight, here. Occasionally they sailed directly up to the Seattle wharves from the ocean, disdaining the use of a tug. The schooner Walter Raleigh, in May, 1871, came up from Cape Flattery to Yesler's Wharf in the remarkably fast time of fourteen hours.

* * *

Alki Point was settled the year before Seattle was founded; for a long time that settlement was larger than this and consequently realty values were higher. But gradually the

conditions were reversed. As this village grew, Alki Point property went down in value steadily.

In May, 1879, J. R. Olsen offered fifty-seven acres fronting on the beach, with a house, brickyard, shop, barns and outhouses, and an orchard of thirty trees, for $1,000 cash!

As late as 1870 there were still thick woods in parts of the Pike Street section. And clearings from there northward revealed something highly interesting — huge oak logs upon the ground. This seems to prove that oak trees, instead of firs and cedars, once grew upon the shores of Lake Union. So the Puget Sound forests, in the dim past, must have looked very different from the way they do now.

Much of Seattle south of Washington Street, you will recall, was reclaimed from the bay, partly by sawdust from Yesler's Mill. But in addition to that are huge quantities of rocks, and if those rocks, lying today under the streets and buildings near Washington Street and Railroad Avenue South, could talk, they would speak many languages.

All of this rock came up as ballast in the pioneer coal ships and was put there to protect the wharves from destruction by teredos, or pile worms. Not less than 30,000 to 40,000 tons of Telegraph Hill, San Francisco, are now buried under Seattle streets and buildings.

In early days there grew up out of the water, not far from the foot of Washington Street, a pile of rocks which became known as Ballast Island. Bands of Indians used to make this their temporary home each autumn, on their way to or return from hop-picking in the valleys south of here.

These rocks, also brought here in the holds of the old sailing vessels, came from many parts of the world — from Liverpool, from Boston, New York, Valparaiso, Mazatlan and Honolulu; from Hong Kong in China and from faraway Sydney and Melbourne in Australia.

Food prices interest every family, and it is comforting to

know that things to eat do not cost nearly so much now as they did our Seattle ancestors, at times. In January, 1874, Seattle housewives paid 45 cents a pound for coffee, 15 cents a pound for sugar, 50 cents a pound for the best butter and 75 cents a dozen for the choicest eggs.

Fish, however, were much cheaper then than now, because fish were so plentiful. The fishermen, with each draw of their nets, brought up from 5,000 to 20,000 pounds of salmon in those days; in 1875 these fish seldom brought more than 2 cents a pound. As late as 1890, salmon more than two feet long sold at times, along the waterfront, for 5 cents each.

Mount Rainier, until fairly recent times, was a live volcano. More than once, in pioneer days, the crater was reported active. In November, 1880, on clear days, Seattleites could see large volumes of smoke coming from it.

The pioneer lumbermen had their own methods of limiting production. In early days some sawmills made more money by remaining idle than by operating. In 1882 the mill combine paid the plant at Milton, now West Seattle, $1,000 a month not to run.

If you are ever tempted to pity yourself — which is always a bad habit — consider the case of F. M. Gordon, a young man recently arrived from Maine, who, at 2 o'clock on the afternoon of June 6, 1889, put all the money he had in the world, $2,500, into a First Avenue business. In less than one hour the great Seattle fire had broken out and his whole investment had literally gone up in smoke.

Persons who have lived here a comparatively few years often remark that the climate seems to be changing. But it isn't. Seattle has had some remarkable weather records at widely-separated intervals and likely will have them again. The fact that our summers and winters usually are so moderate merely makes the other sort stand out.

The few surviving pioneers who were here in 1861 and 1862 still refer to that as the "big winter." The cold was severe for three whole months, from mid-December until the middle of March. On two nights the temperature registered 4 degrees below zero. For weeks the village was covered with two feet of snow and Lake Union was frozen solidly to a depth of six inches.

In a record hot spell in June, 1866, the temperature went up to 114 degrees in the shade. In the summer of 1868 no rain fell from early June until October 29. In 1870 strawberries and green peas were ripening in the open air on Thanksgiving Day.

In January, 1875, Lake Union was completely frozen over again; the coal company had to cut a channel through the ice to get its scow-ferry across the lake.

Seattle had an odd experience that month. Although Elliott Bay never has frozen over, the ice, on January 19, broke up in the Duwamish, floated out into the bay and was so driven by the wind that it choked up the entire area adjacent to the wharves. Small steamboats could not get through at all and it took a long time for the big North Pacific to plow through the heavy cakes and tie up at Yesler's Wharf.

The following November possibly the worst storm in the city's history broke. Lasting six hours, the gale blew down fences, trees, signboards and chimneys and tore three waterfront warehouses to pieces. Barns were unroofed and two of the columns of the University — the same columns you may see today on the campus — were wrenched out of place.

And then came the record snowstorm; in January, 1880, six and a third feet fell in five days. Downtown the snow was four feet deep; the waters of the bay were so thickly covered with it that the seagulls walked on it. Hundreds of horses and cattle down in the valley were killed as the barns caved in upon them.

In Seattle all the schools had to close. It was necessary

THE BIG SNOW OF 1880

This picture was taken in January, 1880, looking up the hill from First Avenue and Cherry Street. To the right you see part of the historic Yesler's Hall, up at the Second Avenue corner Sheriff Wycoff's home and beyond, in Fourth Avenue, the original First Baptist Church.

to use a huge snowplow pulled by six horses to open a way out to Lake Union and carry food and coal to the families there who were in danger of starvation and freezing.

* * *

February 9, 1882, brought another heavy gale; it actually blew six cattle cars and a caboose from the railroad track into the bay, twisted the new Yesler Wharf warehouse out of shape and stopped the trains.

Just two years later every river emptying into the Sound was frozen over and all river boats to and from Seattle stopped running except the W. K. Merwin, which backed all the way down the Snohomish, cracking the ice with her paddle wheel, until she arrived at the salt water.

In February, 1893, a three-foot snow stopped all the street cars for several days. The temperature at Woodland Park, on February 3, was 5 degrees below zero. Ice was six inches thick on Green Lake.

On March 25, 1897, a terrific wind broke seventeen windows of the Denny School and lifted one of the little boy pupils bodily off the ground. The wind downtown was so strong that a street car could not make headway against it and the passengers had to get out and push it around the corner of Occidental Avenue and Jackson Street.

And so when we have a particularly warm or cold day, don't jump to the conclusion that it is the worst Seattle ever had. Compare it with the figures given here.

✦ ✦ ✦

Ancient cannon balls might be found to this day, in the vicinity of the Pike Place Public Market, if anyone were to dig for them, and everybody would conclude that these missiles had been fired at the redskins by the sloop-of-war Decatur in the Indian battle of 1856.

But that would be a mistake. In the spring of 1856, after hostilities had ceased, the warships which then lay in the harbor set up a target of heavy planks, twenty feet square, against the hillside at the foot of Pike Street and put many a solid shot through it.

Most of these cannon balls were removed by the grading operations of half a century ago, but some probably are still embedded there.

✦ ✦ ✦

Transportation in all directions now is so easy and convenient that it is well to remember how limited the facilities afforded the Seattle pioneers were. At one time some of the residents here, to get to a party near Renton, had to take a boat at the wharf, steam up the Duwamish and then up Black River to Lake Washington and from there go on to their destination over the coal railroad.

✦ ✦ ✦

Brass checks were once generally accepted here as money. As already noted, almost every man in the village at one time

or another worked in Yesler's Mill; the common labor was performed by Indians. To avoid keeping time books, Yesler gave out square brass checks, worth $1, each night to his white employes and triangular brass checks, worth 75 cents, to his Indian workers. These checks were as good as gold and were cashable anywhere.

That is, they were until, in November, 1870, it was found that an enterprising Indian had flooded the town with spurious triangular checks. This was the first instance of counterfeiting in Seattle.

In its first quarter century Seattle had virtually no protection against fire; unorganized volunteers did what they could if a blaze started. As a result of this neglect, the town just missed, by a matter of seconds, being completely destroyed by fire on a hot summer day, July 19, 1875.

A blaze broke out in a store in First Avenue South, in the heart of a business district almost entirely of wood construction. Both coal oil and powder were stored in the building; these inflammables were taken out just in time, the fire having already melted the solder on the powder cans. The blaze was fought, and conquered, with ladders, axes and buckets.

Thoroughly realizing the situation at last, the citizens met that same night in the Pavilion and decided that a fire company must be organized at once. Seattle Engine Company No. 1 was formed ten days later, with twenty-eight men.

The volunteer fire department was maintained until, in the nineties, it was changed over to a pay basis. Seattle now has one of the best fire departments in the country.

You will recall, from your First Avenue excursion, that the bay originally came up almost to First Avenue; Western Avenue and Railroad Avenue and the space between them is all "made" land.

In the seventies J. M. Colman, one of the city's most useful pioneers, bought one of the famous old sailing vessels, the bark Windward, and beached it back of his row of store buildings, where the Colman Building now stands, so that he could

salvage the metal in it. At high tide the boys — some of them still living here — used to swim out to the Windward and use it as a diving platform.

When the Seattle, Lake Shore & Eastern Railroad was built, in the eighties, instead of going to the expense of moving the vessel, it drove piles right through the hull. And so the old ship today lies intact, diagonally across the west line of Western Avenue, with its stern under the street paving and its bow under the buildings a few yards north of Columbia Street. The Windward is headed out toward the harbor, as if eager to be, once again, at the scenes of its former glories.

* * *

At one time, in early days, Seattle experimented with the use of water, drawn from the bay, to settle the thick dust in the downtown streets. The dust was laid all right, but the plan was dropped when everyone objected to the layers of salt that covered everything after the water had evaporated.

* * *

Because of a smallpox epidemic at Tacoma, the Seattle City Council, in November, 1881, stopped all travel between the two cities; Portland travelers came here by boat direct from Olympia. No Indian was allowed to enter this city; vaccinations were urged upon everyone.

By reason of these precautions, Seattle escaped the scourge, from which Portland and many Eastern Washington towns, as well as Tacoma, had suffered.

* * *

The average woman has as much intelligence as the average man, perhaps more. No one now would dream of forbidding women to take part in any of our elections. But it is an odd fact that the women of Seattle themselves, at a meeting in Yesler's Hall March 29, 1869, voted unanimously that they did not want the ballot.

And another thing which shows how opinions can change — as at first drawn, Seattle's charter provided that none but married men could vote or hold office. This was stricken out of the final draft.

CHAPTER 14

Wild Life Once Seen Here

Wild life of many varieties was a picturesque feature of the earlier years of this city and its vicinity. D. T. Denny, in 1869, shot an elk weighing 630 pounds, at Green Lake. The following January, C. Brownfield killed a panther, nearly nine feet long from his nose to the tip of his tail, and weighing nearly 300 pounds, on the shore of Lake Union.

A huge white swan, measuring seven and a half feet with wings extended, was shot on this lake some time later. Great numbers of these graceful birds frequented the small lakes east of Lake Washington in early days, but in the seventies and early eighties the coal squatters killed most of them.

A Seattle visitor, fishing from Yesler's Wharf on July 10, 1876, caught a seventy-five pound halibut, more than four feet long, the first one ever taken in Elliott Bay so far as the white residents knew.

That same year, bears killed thirty head of cattle in White River Valley. A twelve-foot devil fish and a six-foot shark were both caught in the bay in January, 1877.

In January, 1879, wild mallard ducks were plentiful in Seattle markets at three for fifty cents. A white beaver was caught in the upper Sound in 1880. Many white deer at that time roamed Whidby Island.

Captain Meyer of the steamship Willamette shot a white seal in the bay in 1882. Fish were thick in Lake Union that year; boys had a lot of fun spearing them at night, by torchlight.

WILD LIFE ONCE SEEN HERE

Travelers through King County, in the latter eighties, saw a good deal of wild life in the woods. However, unusual creatures were noted much nearer home. A cinnamon bear, the first on record here, was killed at the east end of Jackson Street in May, 1885.

A barracuda, the only one ever caught here up to that time, was taken in the bay September 7, 1886. It was two feet long and finely colored.

A flying fish, also the first on record in these waters, was captured in the Sound September 28, 1890. It weighed fifteen pounds and was two feet long.

A genuine blue catfish, weighing six pounds, was caught in Lake Union in June, 1894.

* * *

Wild life would be much more abundant in this area, and everywhere else, if men with rifles had not always been possessed of so eager a desire to exterminate it. It was never intended that God's inoffensive creations, the birds, the deer, and even the bears, should be so ruthlessly slaughtered.

And bear in mind what experienced men of the open declare to be true, that there is not an animal in the Washington woods which will attack a human being if it is let alone. Nor is there any poisonous snake west of the Cascade Mountains. Aside from predatory animals, which eat the deer, there is no reason for killing any wild life in this vicinity except for food.

CHAPTER 15

Some "Firsts" Worth Noting

It is significant of Dr. David S. Maynard's energy and enterprise, that he opened Seattle's first store, in First Avenue South near Main Street, less than a week after his arrival in April, 1852. It was a "general" store; that is, he carried everything the first settlers needed.

And like all successful merchants, he believed in advertising. Note this single column, one-inch space that he took in the Olympia Columbian, October 30, 1852:

"Seattle Exchange—The subscriber is now receiving direct from London and New York, via San Francisco, a general assortment of dry goods, groceries, hardware, crockery, etc. Suitable for the wants of immigrants just arrived. Remember, first come, first served! D. S. Maynard, Seattle, October 25, 1852."

This was the first newspaper advertisement printed anywhere for a Seattle business house.

✓ ✓ ✓

Seattle went out of town for its first Independence Day celebration, which was also the first observance of that sort in King County. It took place July 4, 1853, at Alki Point. There was the usual patriotic program, with speeches, and after that a picnic and a dance kept all the pioneers busy until late at night.

✓ ✓ ✓

You will recall, from your First Avenue tour, seeing the spot where the first bank was founded. But there is a "human interest" story in the way that bank came into being.

In 1855 Dexter Horton opened a store in First Avenue South. Because of his reputation for rugged honesty, the

SEATTLE'S FIRST BANK

Phillips, Horton & Company opened the first bank in Washington Territory, near the northwest corner of First Avenue South and Washington Street, in April, 1870. The bank's second structure, shown here, was put up in 1875, directly on the corner.

townsfolk and loggers in the nearby camps formed the habit of leaving their savings in his c..e.

Horton would put their money into sacks which he hid behind the goods on his shelves; the coffee barrel claimed many of them and some, at least, went into a safe with a perfectly good front door but without any back.

And that is what gave Horton the idea of starting a bank, fifteen years later.

* * *

For its first twelve years, Seattle had to read the Olympia paper to get its own local news. Then, on December 10, 1863, the first issue of the Seattle Gazette came out; a tiny four-page weekly of which you may see copies in the libraries now.

The Gazette was of real value to the little community, mirroring the activities and voicing the aspirations of the growing village. James R. Watson was the editor and publisher of the Gazette, which sold at 12½ cents a copy.

Its first editorial was a loud outcry to have the territorial capital moved from Olympia to Seattle. One of its first 1864 campaigns urged action upon a canal between the lakes, which Thomas Mercer had suggested ten years before.

In one issue of August, 1865, it apologized for having no telegraphic news—the Indians had carried off part of the wire. The Gazette suspended in 1866, but other publications soon followed.

* * *

Seattle's present admirable system of ferries, both on the Sound and on Lake Washington, had its start when the City of Seattle was brought around from the Columbia River to serve as a ferry from here to West Seattle, then being boomed energetically by real estate firms.

The first trip was on Christmas Eve, 1888, the slip on this side being at the foot of Main Street. The ferry's capacity was six loaded wagons. The fare across the bay, at first 15 cents, soon was reduced to 5 cents.

The ferry remained, for many years, the only short route to West Seattle, the alternative being a land trip of more than ten miles around the head of the bay. For a number of years the ferry was met, on the West Seattle side, by a cable line; a belt line, the cars going up the hill to the north and coming down the hill on the south.

* * *

The buying and selling of real estate has been a matter of tremendous significance in the development of Seattle. In view of the many millions of dollars so employed in the last half century, it is interesting to recall the first recorded realty sale here.

It was completed July 23, 1853, when Dr. Maynard transferred to Franklin Matthias the northeast corner of First Avenue South and Washington Street for $20.

* * *

Ice for household use was a luxury unknown here in the first twenty years of Seattle's existence. The first ice was brought here April 23, 1872, on the bark Osmyn, and stored away for general use. The Puget Sound Ice Company retailed it at 3 cents a pound.

This led to the first ice cream, manufactured by L. Reinig and sold in his store the following month. The ice cream was a town sensation.

* * *

Swift automobile trucks now whisk goods to any part of Seattle in a few minutes' time. So think back to the city's

SEATTLE'S FIRST HOTEL

The Felker House, built in 1853, stood at about the present southeast corner of Jackson Street and Railroad Avenue. Some court sessions and public meetings were held here in the fifties.

first delivery system. It was instituted by Chilberg Brothers in September, 1875, and consisted of one spring wagon drawn by two tiny mules.

This same two-mule-power contrivance was also used by Wells, Fargo & Company for the first express deliveries here.

The present Community Fund, organized to help Seattle's needy, had its humble origin at Christmas, 1865, when a number of citizens gave a surprise donation party to the only really destitute family in the town. Groceries and clothes were left for the entire family.

Community weeklies now are an important part of this city's newspaper activities. They are important because they have a different mission from the big dailies; the community paper in your section speaks of happenings in your own neighborhood and tells of persons whom you know. The first of these community papers was the West Seattle Gazette, started in June, 1890.

Numerous community clubs also reflect the spirit and aims of their individual sections of the city. The first of these was the Renton Hill Improvement Association, organized in 1900.

You see policemen nowadays at all important downtown street intersections; you may imagine that they are a development of the automobile age, but that is not strictly true.

You know all about Occidental Square. Traffic was extremely heavy there half a century ago, with teams pouring into and through it from narrow First Avenue, James Street, Yesler Way and First Avenue South. Long before the fire, a policeman was stationed there to keep the line of wagons from being blockaded.

SOME "FIRSTS" WORTH NOTING

Instead of the perfectly-projected motion or talking pictures which you enjoy today, stereopticon views—one slide at a time projected upon a screen—satisfied former generations here. The forerunner of the giant film industry of today, so far as Seattle is concerned, took place when Edison's latest wonder, the kinetoscope, was exhibited in the Occidental Block, at Second Avenue and James Street, starting December 12, 1894.

Next came a "veriscope" exhibition of the Corbett-Fitzsimmons fight, shown at the Seattle Theatre in August, 1897; dim, flickering and hard on the eyes, but nevertheless a marvel to the spectators.

August, 1898, saw a triple influx of the new discovery. The People's Theatre advertised "Prof. Day's cimeograph with latest moving war scenes", Cort's Roof Garden put on "Millar Bros. famous diorama of latest war pictures" and the Third Avenue Theatre presented "the latest moving pictures."

Aside from war views and prize fights, pictures at first were of single subjects, only a few minutes long. Gradually they developed to their present lengths. The first strictly motion picture house here was Le Petit Theatre, in Pike Street, opening in the spring of 1902.

The first talking or sound picture shown here was "Don Juan", which opened at the Blue Mouse Theatre March 18, 1927.

* * *

In 1906 the town of West Seattle had the first and only municipal street railway system in the United States. There was one car—two in rush hours—and the line showed a clear profit of 84 cents a day.

CHAPTER 16

Amusing Incidents in Seattle's History

From your First Avenue tour, you will remember that the sloop-of-war Decatur saved the pioneers from being massacred by the Indians in January, 1856. The Decatur, that eventful day, fired over the heads of the villagers into the swarms of Indians in the thick woods east of Third Avenue. It is known that five Indians were killed by a single shell.

A number of the Decatur's shells buried themselves in the hillside without exploding. Many years later, Gardner Kellogg and O. C. Shorey found an unexploded shell, fired either by the Decatur or by the warship Massachusetts at another time in the Indian War.

They put the shell into a blazing hollow stump but it failed to explode, so they went away. Dexter Horton came along, backed up to the stump to get warm and succeeded admirably when the shell exploded, blowing off his coattails and hurling him fifteen feet down the hill. He ran the rest of the way home.

* * *

Modern drug stores come in for some good-natured chaffing because of the many lines besides drugs which they carry, but they have a good pioneer precedent in that connection. Gardner Kellogg, when he reopened the Pioneer Drug Store in First Avenue South in March, 1868, offered the public, as side lines to his drugs, life insurance, fire insurance and sewing machines.

But the other druggist, M. R. Maddocks, was not to be outclassed; he sold wines, liquors, cigars, coal oil, flour and feed.

* * *

In connection with the terrific gale of November, 1875, spoken of in Chapter 13, a dance had been advertised to take

place in Yesler's Hall, at First Avenue and Cherry Street, three nights later.

Going to a party in those days, of a winter night, was more strenuous than it is today; there were no taxis or automobiles or even street cars and the streets were chiefly mud. The boy had to walk from his home to that of his partner and then they both walked to Yesler's Hall, reversing this operation after the party.

On the night of this dance, the weather was still so menacing that each boy secretly decided to go without a partner, trusting the other fellows to bring enough girls. The dance was abandoned when a crowd of young men came, only to find that there wasn't a girl in the party.

* * *

Alarmed at the City Council's indifference to fire protection, two private citizens, J. M. Colman and Bailey Gatzert, in May, 1876, raised voluntary subscriptions totaling $2,100 and sent an agent to California. He bought one of six surplus machines he found at Sacramento.

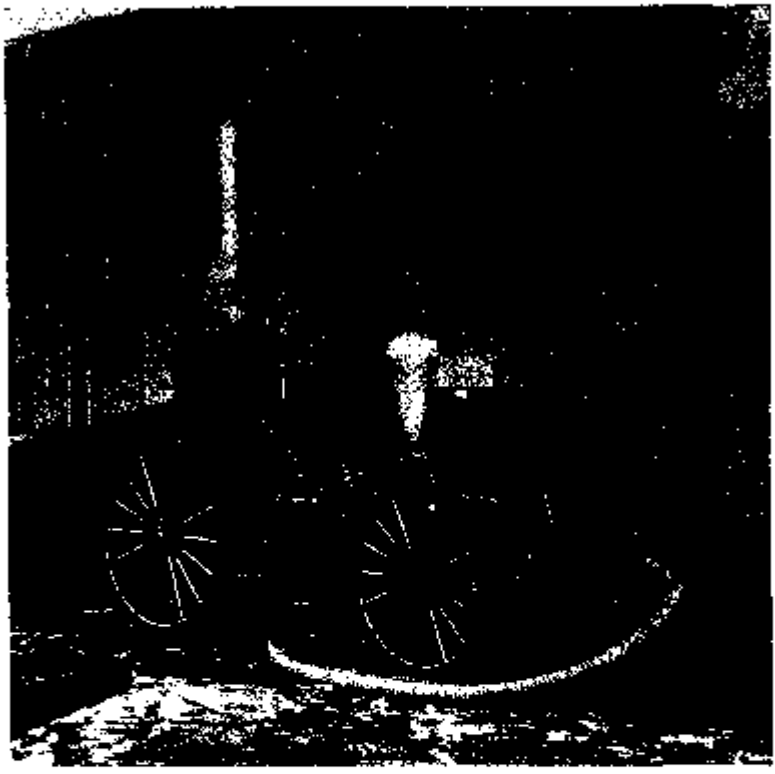
Seattle at last had a fire engine. It was named "Always Ready." The Sacramento, as it later became generally known, from 1876 to 1879 was the only protection this city had from fire. The Sacramento is here yet, saved as a precious relic; you may see it any time.

It arrived in June, the hose came later and a hose cart was borrowed at Port Gamble. Then the fire company was ready for business, particularly after it had rented Mrs. Plummer's livery stable for an engine house. The firemen also ordered four dozen hats and belts so they could look the part.

And then, just after all this apparatus was ready and the fire laddies were eager to use it, a small blaze broke out in First Avenue South. All the firemen rushed to the scene of danger—but forgot to take along the fire engine.

* * *

By 1879 the city owned its first steam fire engine, horse-drawn. But it didn't own any horses, so it met that difficulty



ONCE SEATTLE'S IDOL

This was Seattle's first steam fire engine, a third-class Gould bought in Vermont for $3,800. It arrived here February 1, 1879, and the city was so glad to see it that a formal celebration was staged. Drawn by the six best horses in town, this fire engine was the feature of a parade headed by the town band. The procession wound up with a grand fire drill in Occidental Square. Then the women of Seattle tendered a supper to the fire laddies in the engine house. And even that wasn't all; the day ended with a grand ball in Yesler's Hall.

by paying a reward of $10 to the team first hitched to the steam engine for a fire.

The competition was keen among Seattle's drivers intent upon that $10; wagons and hacks were left standing all over

the downtown streets while the horses raced to the engine house. Sometimes a team was hitched to the engine in less than two minutes.

* * *

Post Street, in early days, was merely a road along the beach at high tide; east of it, opposite the foot of Cherry Street, was high ground. When lower First Avenue was regraded in 1876, a cut of five feet was made at the Cherry Street intersection.

As you know, the historic Yesler's Hall, also called the Pavilion, stood at the southeast corner. Before the regrade, the boys of the village could climb up to its windows, on the Cherry Street side, and see—though not hear—the shows going on inside.

But after the regrade, they were forced to climb upon the roof, from the alley, hang over the eaves, heads down, and get an upside-down view of the entertainments through the tops of the windows. This wasn't so bad, but next day they had to stand on their heads, so they asserted, to describe to their friends what they had seen.

* * *

Seattle still had not outgrown its village ways by the seventies. Complaint was then made that the tinkling cowbells, as the animals grazed through the grassy streets at night, kept the citizens awake.

If you had lived here in 1877, you would have seen no green vegetables displayed in front of any of the grocery stores. The grocers all found that the cows would cross the sidewalks and eat up everything in sight.

The nuisance became so pronounced that in 1878 an ordinance was passed prohibiting horses, mules, goats, hogs or horned cattle from running at large. And even after that, for years, the cows paid little attention to the ordinance.

* * *

In this automobile age, it is interesting to note that in July, 1879, two Seattle men were fined for speeding their horses.

On July 22, 1881, Tommy Clancy and Robert Abrams arranged a horse race in First Avenue South, with the whole town in attendance. The city authorities cleared the street for the race, enjoyed the contest and then fined the winner for causing his horse to exceed the legal speed limit, six miles an hour.

✓ ✓ ✓

You remember the auspicious start of the Seattle & Walla Walla Railroad in 1874. But Seattle was not able to carry out its dream of extending the line into Eastern Washington, so six years later the company sold out to the Northern Pacific for $350,000 in gold.

Many improvements were made at once and the town was sure the extension would now become a reality. One exultant Seattle editor promptly printed: "Villard will at once put the road through the Cascades and the grasshoppers of the East can come over the mountains by rail to sing their lullaby to the clams of Puget Sound."

✓ ✓ ✓

Consider Seattle's Totem Pole, in Pioneer Place. These totems are common in Alaska. The Indian holds his family totem sacred; it is a great honor to have himself represented thereon by a bear or a lion. He is taught that the characters refer to great men who existed at one time.

This totem pole, as you have learned, was brought back by an excursion of Seattle business and professional men; they found it at a deserted village on Tongass Island, Southeastern Alaska. It was formally unveiled in Pioneer Place in October, 1899.

And everybody thought that ended the matter, but it didn't. In November, three different Indian claimants of the totem pole appeared and brought suit, one for $20,000. Eight Seattle men were indicted in Alaska in December and it cost them $500 to settle the damage claims.

✓ ✓ ✓

The oldest railroad in Seattle, and the state as well, did not have a station here until 1904. For thirty years the Seat-

tle & Walla Walla, later known as the Columbia & Puget Sound, dumped its passengers into the street here.

This went on until one day the president of the road, along with all the other passengers, was put off in that fashion and asked why they didn't get off at the station.

"We haven't one," replied the conductor.

"Then get one," ordered the president.

And so a neat little station was built at the foot of Washington Street, where it served for many years.

Seattle's introduction to the automobile was not without its comic side. The first ordinance, offered in the City Council September 1, 1904, provided that every car must have "a bell, gong or whistle." The amended speed limits called for four miles an hour on a down grade and eight miles on an upgrade. In those days there was, usually, a runaway when an automobile met a horse.

Nowadays a trip into the country is simple; your automobile will take you far up into the mountains or to the seashore in a few hours. But in pioneer times you toiled slowly over dusty, hilly roads in a buggy and ten to fifteen miles from Pioneer Place was a fairly good full-day excursion.

In July, 1879, a man rented a buggy at Robert Abrams' livery stable to go fishing. He had not gone far before the horses ran away and brought the buggy back to the stable, a complete wreck. Before long the man came in on foot.

"Look at that buggy! Not worth five cents", said the irate livery stable proprietor.

"Well", said the man, reassuringly, "all that kindling wood should certainly be worth something."

Seattle's cement sidewalks are a matter of the last quarter century or so only. Before that wooden sidewalks were the rule, and they were frequently sadly out of repair.

In July, 1884, a Seattle editor figured that 1,016,982 nails

stuck up in the sidewalks, 2,397 feet daily stubbed against them, 11,985 exclamations of pain and anger ensued and the wear and tear on shoe leather was a little more than $100 a day.

✓ ✓ ✓

Travel into Seattle on the Columbia & Puget Sound Railroad, in 1882, was not always heavy. One day when the train hit a cow, the cow and the passenger coach were both demolished. And the engineer moved over so that the passengers could ride into town with him on the engine.

✓ ✓ ✓

Georgetown once was a separate city; the fire engine house was the town hall and most of the city fathers were also members of the fire department.

One night in 1908 as the city council, with the mayor presiding, was solemnly discussing affairs of state, an alarm sounded. The mayor, who was also acting fire chief, at once adjourned the meeting. The mayor, councilmen, city clerk and city attorney all leaped at once for the hose cart, upset chairs and tables in getting it out and beat the other hose wagon in their run to the fire.

After the fire had been handled to everyone's satisfaction, the mayor and councilmen pulled the hose wagon back to the town hall and resumed their deliberations.

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In 1871 the mud was so deep in Seattle's streets that nothing astonished anyone, in that connection. One morning early pedestrians saw the top of a hat sticking out of the mud in the middle of the street.

Many stopped to look at the hat, but no one cared to recover the body supposed to be underneath it. So they started a checkup of the town to see who was missing.

✓ ✓ ✓

The Seattle Board of Health, in November, 1906, condemned its own quarters as unsanitary and ordered the building closed!

CHAPTER 17

Growth of Commerce, Industries, Business

Lumber is today, and has been since Seattle's founding, one of the basic sources of wealth in the Puget Sound area. The very first industry here, in the winter of 1852, was the cutting, and hauling to the waterfront, of piles to be taken south on sailing vessels for the building of wharves in San Francisco.

Next, in 1853, came fishing, promoted by the widely-active Dr. Maynard. Maynard, you will recall, ran Seattle's first store, was a physician and surgeon, sold real estate, was justice of the peace, school superintendent, notary public, clerk of the court, attorney-at-law and hospital superintendent.

And so, finding time hanging heavily on his hands, he employed Indians—frequently from fifty to a hundred canoes could be seen upon the bay—to catch salmon, which were plentiful. He packed the fish in barrels, in brine, and shipped them to San Francisco. The venture, at that time, did not prove profitable.

With the opening of Yesler's Mill and plants at other Sound ports, a market developed, by 1854, for sawed lumber to be used in ships and houses. Preserved salmon, packed in 200-pound barrels, also began to sell well. And after lumber and fisheries came the coal mining, already spoken of.

By the close of 1868, when Seattle was sixteen years old, it had a flour mill, a sawmill, a foundry, a brewery, a newspaper, three hotels, three public halls, a university and thirteen stores.

By 1872 Seattle was inconceivably prosperous; every manufacturing business in town had more orders than it

LOOKING UP FIRST AVENUE FROM MADISON STREET IN 1878

Business gradually crept north in this street in the eighties and nineties. All the wooded height seen in the background was taken down in the several Denny Hill regrades.

could handle. The two iron foundries ran night and day and neither houses nor hotel rooms were to be had.

The woods poured out their riches in an ever-increasing flood. Illustrating the magnitude of the lumber business of the Sound, in October, 1876, the tug Blakely towed, from Utsalady to Port Blakely, a raft a solid mile long, containing two million feet of lumber in nearly 3,000 huge logs.

Seattle's chief resources, by 1879, were five in number, in addition to lumbering. The town exported 10,000 tons of agricultural products that year. Coal shipments to California were in large volume. Steamboat building, repairing and furnishing had become of prime importance.

The University was a distinct asset, both culturally and in a business sense. And the manufacturing of Western Washington had begun to center here.

A substantial new industry was gained in 1880 when the huge Seattle Barrel Factory was opened; forty acres of buildings covered a site on the north waterfront extending from Western Avenue to the beach and running south from a point about a block south of Denny Way. In a short time, 1,500 barrels a day were being turned out.

The fishing industry grew; in one week in May, 1886, Seattle shipped ten carloads of salmon to Chicago and New York.

Completion of the Northern Pacific in 1883 had an important effect upon Seattle's wholesale trade. Merchants here began buying more goods in the east and fewer in San Francisco. And their own volume of selling to retailers throughout Western Washington steadily expanded.

Society, for many decades, has progressed slowly but steadily toward more humane working conditions. Although it is difficult to believe now, the stores of Seattle, all through the early seventies, were kept open from 5 or 6 A. M. until 9 or 10 P. M., every day in the week, Sundays and holidays—even Thanksgiving and Christmas—included.

The first whisper of improvement came in 1877. That year the three drugstores agreed to keep open only six hours on Sundays. The Dexter Horton Bank closed for half a day on July 4. But changes came slowly. Most business houses were open on Thanksgiving, 1881. Although, in 1883, all the stores agreed to close at 8 P. M. instead of 9 o'clock, the agreement was not kept.

In October, 1886, the Puget Mill Company cut the full workday of all its employes in its three mills from twelve hours to ten hours. By December, all of the large mills in Seattle and vicinity had effected this important humanitarian reform.

Seattle stores, as a whole, were open until 9 o'clock every night until 1887; then they began closing at 8 P. M. and in 1891 the 6 o'clock closing was adopted by the larger stores. The eight-hour day for all employment later became almost universal.

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Wider use of electricity proved a powerful aid to Seattle's manufacturing enterprises. On July 31, 1899, the immense power of Snoqualmie Falls was turned into Seattle by the pressure of the hand of a baby girl, less than eleven months old! The ceremony took place at Third Avenue South and Main Street. Now both City Light and private plants supply abundant and cheap power to factories here.

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Seattle's proudest early-day manufacturing achievement was the building, by the Moran Brothers' shipyard, of the first-class battleship Nebraska, launched in 1904. At the time of the World War Seattle established national records for shipbuilding. All through that war this city led all others in the construction of vessels.

From August 3, 1917 to the end of 1919, Seattle yards, in addition to a whole fleet of wooden carriers for foreign governments and private companies, delivered to the Shipping Board 123 steel ships and twenty-five wooden vessels, worth, in all, $250,000,000.

At one time 40,000 men were employed in local shipyards.

CHAPTER 18

Seattle's Early Educational Development

This city's altogether admirable educational equipment of today is familiar to you. From kindergarten through the senior year at a nationally-famed state university, the student has every opportunity for intellectual and physical advancement along the lines of modern thought.

Earlier generations had few of these advantages. The writer of this book attended high school in Seattle when there was but one high school, when many pupils had to walk miles to get there each morning, when we ate our lunches in the coal-furnace basement, when there were no school buses, no lunchrooms, no gymnasiums, no playfields. And pupils bought all their own books.

On your First Avenue tour you learned of Seattle's first school, in which fourteen pupils, in 1854, attended a four-month term. For the next sixteen years, all the support the school received was through private subscriptions.

First agitation for a public school began in a meeting of citizens in Yesler's Hall October 5, 1867. The following February, the school directors paid $500 for the half block on the east side of Third Avenue between Madison and Spring Streets.

It was not until August 15, 1870, however, that the first public school, the Central, was opened at the Madison Street corner. This two-story building, thirty by forty-eight feet in size, cost $2,500 and accommodated 120 pupils. On the opening day 125 pupils presented themselves and the building was so crowded that the one and only teacher, Miss Lizzie Ordway, had to send all the small children home.

This first building of Seattle School District No. 1 was used at that location for thirteen years. In 1873 the second and third buildings owned by the district were opened—the South School, at the southwest corner of Sixth Avenue South and Main Street, and the North School, at the northeast corner of Third Avenue and Pine Street.

The Territorial University, now the University of Washington, was first thought of in 1855. The Legislature, that year, designated Seattle as the place for it, but apparently did not take the matter seriously, for at the session of 1857-1858 it relocated the University at Cowlitz Farm Prairie, in Lewis County.

Early in 1861 the Rev. Daniel Bagley and A. A. Denny waged a successful fight with the lawmakers at Olympia to

A UNIVERSITY CLASS OF THE LONG AGO

Taken in 1888, this picture of the chemistry class shows, left to right, Lou Root, Jennie Epler, Lelia Garfield, Prof. O. B. Johnson, Jerry Startup, Matt Gormley and John Hayden.

have the University located here again and obtained a law authorizing the sale of public lands to raise money for the buildings. The site was definitely fixed when Denny gave eight and a half acres and C. C. Terry and Edward Lander an acre and a half.

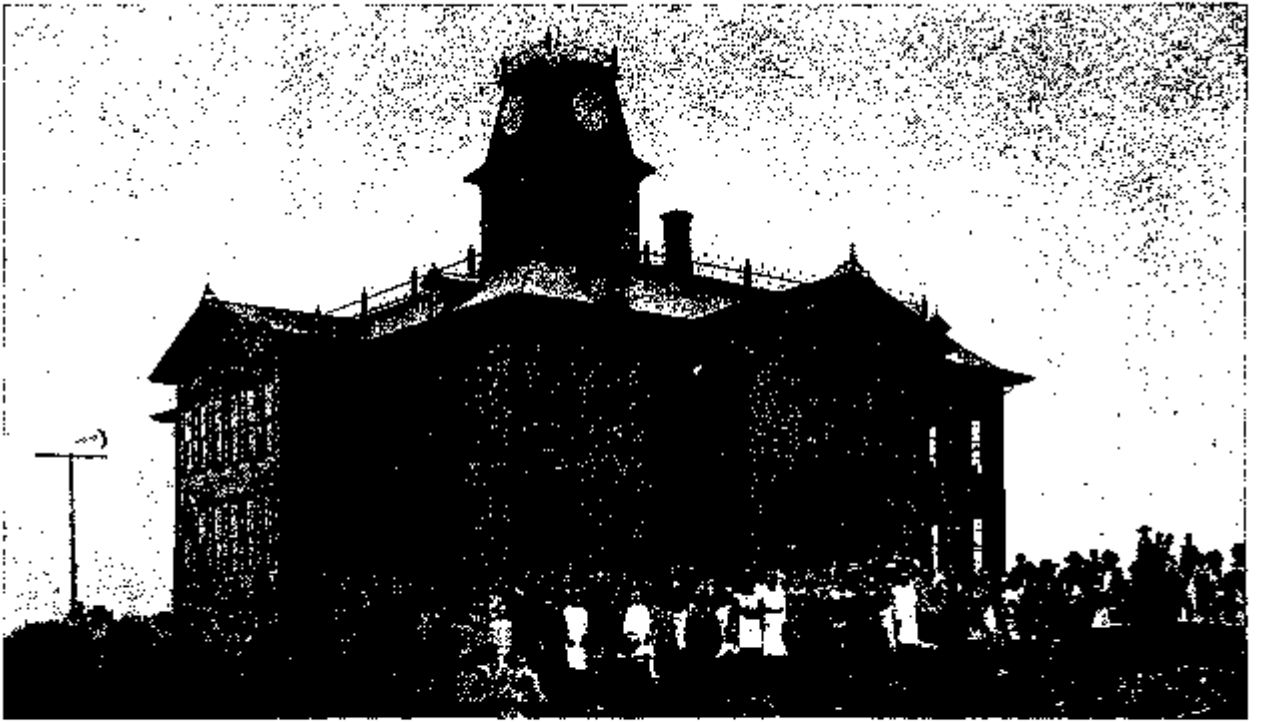
The whole tract extended from Seneca Street to Union Street, and from half way between Third and Fourth Avenues to half way between Fifth and Sixth Avenues. These are the ten acres, in the business heart of the city, under lease since 1907 and improved with modern business blocks which, in 1954, will all revert to the University.

One room of the first building was finished in 1861, the others the next year. On November 4, 1861, school was moved from Bachelors' Hall, in lower First Avenue, to the University, which stood where the Metropolitan Theatre is now. The University, which taught even primary grade subjects at that time, opened with one teacher, Asa Shinn Mercer, and thirty pupils.

Discipline was strict; President W. E. Barnard, in 1863, warned the students, in an advertisement: "Attendance upon theatres and balls is not allowed, but students are required to be at their respective places of abode at stated hours. At 3 P. M. each Sabbath the students will assemble at the University chapel to study the Scriptures as a Bible class."

In early days, as now, it was often difficult to obtain enough money to conduct the schools properly; in the late sixties the University was closed for nearly two years because of a lack of funds and from December, 1876 to September, 1877, it was closed again for the same reason.

To promote statewide interest in the institution, Seattle invited the governor and the entire territorial Legislature to come here in the autumn of 1875 to look into the condition of the University. The legislators had a fine time; they were given a grand ball in Yesler's Hall and a banquet at the Occi-



SIXTH STREET, OR CENTRAL SCHOOL, OPENED MAY 7, 1883, ON THE SITE OF THE PRESENT CENTRAL SCHOOL. HIGH SCHOOL CLASSES WERE TAUGHT HERE.

dental Hotel. They liked the trip so well that they came again in a body in 1877 and 1879.

After the third entertainment, they responded by substantially aiding the University.

Rapid growth of the suburb of Belltown compelled the building there of a school, larger than any of the others, at the northwest double corner of Third Avenue and Vine Street, in 1876.

With the opening of the four public schools in September, 1876, E. S. Ingraham, county school superintendent, established eight grades, with the eighth as the lowest and the first as the highest. When the University closed that December, the school directors leased the University building for use as a sort of high school, with Professor Ingraham as the principal and no pupil less than thirteen years of age.

Later in that same winter there was, for a time, neither a University nor a public school. In March all five of the public schools suspended because there was no money to pay the teachers, all ten of whom were dismissed.

The teachers bravely carried on, however; they were given free use of the buildings for the conduct of private classes and all five schools reopened soon upon that basis, with about half the usual attendance. The schools were in funds again within a few weeks and a spring term began April 16.

In 1876 the entire block bounded by Sixth and Seventh Avenues, Madison and Marion Streets, was bought for $2,700. A small one-story building, known as the Sixth Street, or Eastern, School, was put into use there in 1877. This is the site upon which the present Central School building has stood since 1888.

With the opening of the Sixth Street School, further use of the University by the public schools was discontinued.

Professor Ingraham's classes at the Central School were informally called the high school department in the autumn of 1877.

* * *

Because all five of the public schools were seriously overcrowded, a mass meeting of citizens in Yesler's Hall January 14, 1882, demanded the immediate construction of a large central building. This demand was met when, May 7, 1883, a two-story frame structure was put into use near the southeast corner of Sixth Avenue and Madison Street, with six classrooms on each floor.

It was the largest school in Washington Territory, seating 800 pupils and costing $28,000. Professor Ingraham was the principal. It was called the Sixth Street, later the Central School. It burned to the ground in April, 1888.

THE DENNY SCHOOL
This pioneer school was opened September, 1884, on the block bounded by Fifth and Sixth Avenues, Battery and Wall Streets. It cost $40,000. Only the cupola now remains, on a pedestal in Denny Park.

SEATTLE'S EARLY EDUCATIONAL DEVELOPMENT

It is interesting to note that the original Central School, the first public school building in Seattle, was moved from Third Avenue and Madison Street, in August, 1883, to First Avenue and Virginia Street, where it became the Central Boarding House.

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In June, 1883, the city bought the block between Fifth and Sixth Avenues, Battery and Wall Streets, from W. N. Bell for $8,200. The Denny School, named for D. T. Denny, was built there, opening September, 1884. Its seating capacity was 700 and the cost, $40,000.

With the opening of the Denny, both the Belltown School, at Third Avenue and Vine Street, and the North School, at Third Avenue and Pine Street, were closed.

On June 18, 1883, Mrs. Catherine E. Blaine, who had taught Seattle's first school in 1854, started a kindergarten in the North School building, continuing it for several years.

All that now remains of the Denny School is the cupola, on a stone pedestal in Denny Park.

✦ ✦ ✦

At the University the primary department, including the first, second, third and fourth grades, was restored in September, 1882. At the time the alumni held their first annual reunion in the old chapel, June 4, 1884, nine had been graduated from the institution.

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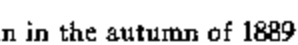
By the session of 1884-1885, the Central School had a full-fledged high school department. The first class to be graduated from any public school in Washington Territory was made up of the twelve seniors who had completed the course of this high school department in 1886.

A high school department was established in the Denny in October, 1886, but was abandoned the following January, the eight students being transferred to the Central.

The Jackson Street School, on the east side of Twenty-Fourth Avenue South between Jackson and King Streets, was opened late in 1885. The old North School in Pine Street was repaired for school use as a primary department in February, 1887.

The T. T. Minor, Queen Anne, Lowell and Rainier Schools were all built in the autumn of 1889 to relieve crowded conditions in the older structures. The Green Lake School opened in November, 1891; the B. F. Day School at Fremont was dedicated May 4, 1892 and the Pacific opened March 20, 1893, followed by the Pontius-Cascade January 8, 1894.

The manual training course was added to the schedule of the high school in December, 1890. Owing to legal technicalities, the Seattle High School was abolished in March, 1893, but it continued as the Seattle Senior Grammar School.



Agitation began in the autumn of 1889 for the removal of the University from its downtown site, since the old location was too central and too crowded for future development. A bill introduced in the Legislature in the winter of 1891 by Representative Edmond S. Meany to move the institution to its present site carried unanimously.

The campus was bought October 11, 1893 for about $28,000. The cornerstone of Denny Hall, the first building, was laid by the Grand Lodge of Masons July 4, 1894, with elaborate ceremonies and speeches.

The second building to be started, the gymnasium and drill hall, was the first to be completed, in January, 1895. Denny Hall was opened September 4, 1895, its name honoring A. A. Denny. The bell from the original University was then hung in the belfry of the new structure.

The University abolished preparatory courses in 1902 and devoted itself to higher education only.

SEATTLE'S EARLY EDUCATIONAL DEVELOPMENT

Free text books for all pupils in Seattle's public schools were voted by the citizens in 1897. West Seattle, then a separate town, established a high school in 1902. The Warren Avenue School was opened February 16, 1903. The famous old South School, at Twelfth Avenue South and Weller Street, was torn down in 1909 to make way for the Bailey Gatzert School.

Broadway High School was first used in the autumn of 1902; until that time the Seattle High School, the only one here, had been housed on the top floor of the Central School building. Broadway was first called the Seattle High School, then the Washington from 1906 to 1908 and Broadway from that time on. Lincoln was built in 1906. Ballard and West Seattle already had high schools when annexed in 1907. Queen Anne came in 1909 and Franklin in 1912.

Garfield was opened at its present location as an annex of Broadway in 1917, being known as East High School. The present Garfield was opened in 1923. Roosevelt dates from 1922 and Cleveland from 1923.

Eight new school buildings were put up in 1903 and more in 1904; the Summit School was built in 1905. The enlargement and modernizing of Seattle's school facilities, to keep pace with the rapid growth of the city, had begun.

CHAPTER 19

Seattle's Six Gold Rushes

Often you will hear a reference to the "days of the gold rush." This reference is to the Klondike excitement of the late nineties. But to be strictly accurate, Seattle has been through six gold rushes, large and small, and each meant much to the Seattle of its day.

We go back to the spring of 1858 for the first. At that time the rush to reported discoveries of gold on the Fraser River in British Columbia, then New Caledonia, brought thousands of men to Seattle and other Sound ports from San Francisco and from the East by way of California, and took many Washington and Oregon residents as well.

The gold bubble soon burst, but it had advertised this section as nothing before had done and brought many new settlers to Washington.

Incidentally, note what that word "Washington" meant in those days. In 1859 the Oregon State Admission Bill established Washington Territory as including, not only all of the present state, but all of Idaho and that part of Montana west of the Rockies.

The second gold rush, this time to Boise, Idaho, in the spring of 1864, created much travel through Seattle from the California ships. In June, 1865, reported gold strikes on the upper Columbia and in the Coeur d'Alene Mountains attracted national attention and brought about the third gold rush through Seattle.

News of an alleged important gold strike twenty-five miles from Snohomish City, on the Sultan River, caused the fourth gold rush through and from Seattle in September, 1878.

SEATTLE'S SIX GOLD RUSHES

Persistent reports of rich gold discoveries near the headwaters of the Skagit River, in the autumn of 1879, brought about Seattle's fifth gold rush. The merchants here raised a large sum to construct the necessary pack trail to Ruby Creek. The rush of miners began in January, 1880 and reached its height in the following spring and summer. Not only did it develop a huge trade for Seattle stores, but it brought about a real estate boom.

By the end of April the miners had spent $50,000 outfitting here. In one eight-day period in May, 400 men left Seattle for the gold fields.

GOLD RUSH MERCHANDISING

This scene, in front of an outfitting store in the winter of 1898, is typical of that time; orders overflowed upon the sidewalks and the stores were busy night and day. Note the dog team in the foreground.

It is virtually impossible to overestimate the value, to Seattle, of the sixth and last gold rush, in the latter nineties, to the Northland. Seattle, in common with the rest of the United States, had suffered severely from the hard times which began in 1893 and continued for several years. There

was a saying, in 1895, that the location of every twenty-dollar gold piece in Seattle was known. Leading merchants carried their lunches with them to their stores to save money.

And then the gold rush suddenly and literally began pouring millions of dollars into this city. Outfitting stores, specializing on the needs of the gold seekers, centered the trade here. Working night and day, they struggled to keep up with their orders; the sidewalks were piled with goods awaiting shipment north. The town was jammed with the incoming hosts and money was spent upon a scale never before known here.

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As early as 1894, the Seattle papers noted miners swarming into the Yukon Basin for its gold. A rate war on the steamship lines, in the winter of 1895, crowded all the boats going north. Seattle by that time was rapidly supplanting San Francisco as the center of supply for Alaska. Again in the winter of 1896 every northbound ship was packed with gold seekers.

There was no cable to the north in those days, nor any radio or wireless, and that made the gold rush more dramatic; made it possible for each steamship, as it arrived at Seattle from the north, to electrify the world with first reports of rich strikes and new discoveries of the precious metal.

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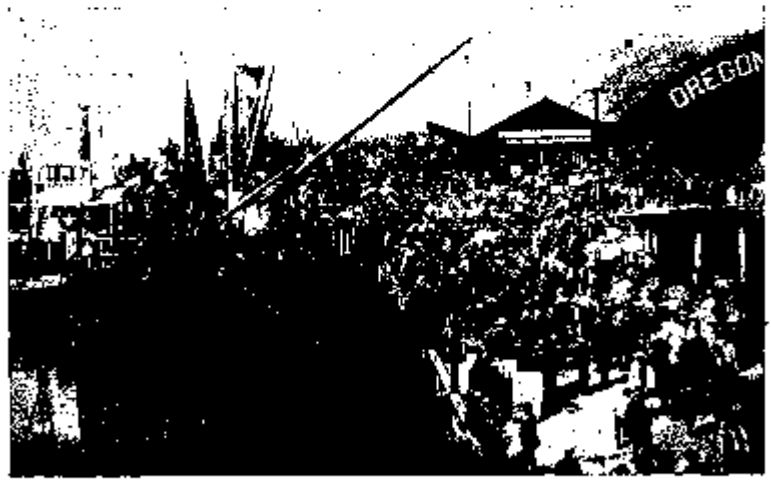
Each new report intensified the excitement. The Al-Ki, in June, 1896, brought down news of a wonderful strike in the Sun Dum district. Gold began to come out on all the ships in the summer of 1896.

The first good news of 1897 was brought by the City of Topeka February 9; a party of prospectors from the Yukon told of a valuable find on the Klondike River. More and more ships were brought here to handle the traffic and each sailed out of Elliott Bay with capacity lists. Persons paid fabulous prices for even steerage accommodations and crowds were left behind on the pier at each sailing.

And then, on July 17, 1897, the historic gold ship Portland, arriving at Schwabacher's Wharf at the foot of Union Street, sent ashore nearly a million dollars in Klondike gold. The news was flashed all over the world. Excitement was heightened to frenzy; gold hunters converged here from all parts of the United States; not a hotel room was to be had.

At first all the gold came from the Klondike alone, but in the early summer of 1897 ships were put on to St. Michael as well as to Southeastern Alaska, and Cape Nome's riches came to Seattle's attention in June, 1899. After that the gold came from three different districts.

The next sensational return was of a party of four men on the George E. Starr, August 21, 1897. They reported taking out $80,000 in thirty days' time in the Klondike. The Portland came down from St. Michael, on her second trip, escorted by a guard of revenue cutters, arriving August 28 with $200,000 in gold.



OFF TO THE GOLD FIELDS

This sailing of the Willamette for the fabulously-rich Northland, with every berth taken and hundreds clamoring vainly for a chance to get aboard, was duplicated hundreds of times at Seattle wharves in the late nineties.

The good effects of the gold excitement spread; Moran Brothers worked night and day, at their shipyards, upon orders for ocean and river craft for Alaska. In January, 1898, sixty craft for the Yukon River were being built here.

Fortson Place became a horse market, crowded with buyers and sellers of pack animals. Supplying Alaska's needs firmly established a number of important new industries here.

The fleet grew by leaps and bounds; in August, 1897, seventeen steamships left here for Alaska ports. But in March, and again in April, 1898, thirty-five steamships went north. Five vessels arrived from Alaska within seven hours' time on March 29, 1898.

Not only were all these passenger boats in service, but several big freighters were going and coming constantly. Even sailing vessels, towed by tugs, went up with passengers.

* * *

Seattle became more and more delirious—and prosperous—as ship after ship came in, each with its contingent of bearded men bearing a fortune in gold dust and nuggets. In October, 1897, there was not one vacant store or building in the whole city.

By the close of that year, 8,000 men had outfitted here for the Klondike, all but one of the big steamship lines had established headquarters here and four million dollars in gold had been landed here.

Seattle business men handled their unparalleled opportunity intelligently; in the winter of 1898 they opened a bureau of information upon the gold fields which was constantly thronged by the thousands of strangers coming in from all parts of the world.

The gold fever seized Seattleites; three-fourths of the population of Dawson City in July, 1898, was from this city.

* * *

A most important development waited until July 16, 1898. On that day the assay office opened here—a place where raw gold could be turned in for its money equivalent. This made

Seattle the most desirable point of arrival for all Klondikers with gold dust and was a big prosperity factor for this city.

Receipts of gold were unbelievably large. The Corona brought down $800,000 in January, 1898; the Roanoke arrived July 18 with $2,500,000; the Charles Nelson just a week later with $1,300,000; the Humboldt July 27 with $2,000,000; the Alliance August 6 with $600,000; the Rosalie two days later with $1,000,000 and the Farallon the following day with another million.

On a single day, July 9, $900,000 in gold dust and nuggets was turned in at the Seattle assay office.

Even these large receipts were dwarfed by later returns. The Roanoke came August 30 with four million dollars in gold dust and drafts and again October 19 with $2,500,000.

The summer of 1899 repeated the story of 1898. One well-known Seattleite, Thomas S. Lippy, came down in July with 1,500 pounds of solid gold. July 17 saw the Roanoke in again with $3,000,000, while the Queen and Laurada each brought half a million in dust and nuggets. Numerous shipments of two or three hundred thousand dollars each no longer created comment.

There was no letup in 1900; in May and June of that year forty-five steamships were on the run between here and Alaska ports, twenty-six of them plying to Nome.

The City of Seattle, arriving July 1, 1900, brought nearly three tons of gold from the Klondike, valued at $1,400,000. Two days later the Dirigo came in with $700,000. Twenty-two million dollars' worth of gold dust and bullion passed through the Seattle assay office in 1900.

By the summer of 1901 the Nome rush was at its height; eighty vessels went there from Seattle that season. The returns were tremendous; the St. Paul arrived October 17 with

more than two millions in gold dust. The Humboldt preceded her that month with a million dollars from the Klondike.

The Seward Peninsula and Nome output for the season of 1902 was put at $6,500,000. In that year the assay office here handled eleven millions in gold. The Klondike yield in 1903 was ten millions.

Gold continued to come in substantial amounts for several years after that. The Humboldt, for example, brought $700,000 from the Yukon June 18, 1904.

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The precise figures of gold shipments given here are not to be remembered, but to impress you with the magnitude of the gold rush and what it meant to Seattle. Possibly such a sudden influx of wealth has never been experienced by any other American city.

Millions of dollars, received by the miners through the assay office for their gold dust, were invested here at once. Prosperity had returned at a bound after a long depression. Seattle moved forward the more swiftly to her destiny as a world city.

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Looking back at the whole amazing spectacle, it seems strange that this gold rush was so long delayed. It is a matter of record that in April, 1869, twenty-seven or twenty-eight years before the Klondike excitement, a report came to Seattle that rich gold deposits had been discovered in Alaska. The actual discovery of gold there was confirmed that September.

The fact that action upon this discovery was delayed nearly three decades was a fortunate thing for Seattle; the gold rush came just when this city needed it the most.

CHAPTER 20

Methods of Communication

Nowadays, over the radio, you may actually hear a speech or a song being delivered in New York City before persons sitting in the back of the hall where it is being delivered hear it. That would seem to be the "last word" in the promptness of human communication.

Rate this as another of the many precious advantages which you enjoy that were denied to those who lived in the "good old days." Picture the infant village of Seattle without any means of communication whatever with the outside world except by sailing vessels from California or an occasional visitor by land trails, without even any mails for many months after it was founded. It took weeks to learn what was going on elsewhere.

The postoffice was established here October 12, 1852; the address was Seattle, Thurston County, Oregon. A. A. Denny was appointed the first postmaster, but his duties were light; he did not receive the first mail until August 29, 1853 and then it consisted of just twenty-two letters and fourteen newspapers.

The postoffice was in Denny's second home, a log cabin at the northeast corner of First Avenue and Marion Street. It was, in a sense, Seattle's first federal building and, by a strange coincidence, directly across the street from the city's newest federal building.

And those first mails were brought here by canoe from Olympia! Before the end of 1853 a regular mail service, by boat, had been established between Seattle and Olympia and

by 1854 Congress had ordered several mail routes on the Sound.

But mail service for many years was infrequent and unsatisfactory. In 1864 the postage on a letter from here to Victoria was ten cents. In that year the overland mail was scheduled to arrive here every Thursday night, but in bad weather the village sometimes went two weeks or more without its letters and papers.

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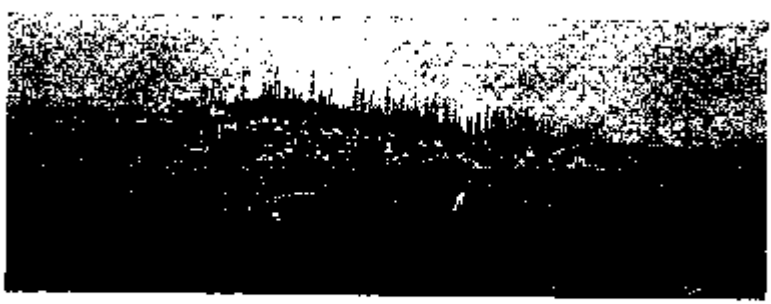
And the next means of communication here, after the mails, was the telegraph. October 25, 1864, was the red-letter day upon which the Western Union opened a telegraph line and office here. A wire into the Gazette office linked Seattle with the rest of the country and gave it the news of the outside world soon after it happened. By way of celebration, a cannon was fired and a flag hoisted at 1 o'clock that afternoon.

In November the extension of the line north from here to New Westminster began, progressing at the rate of two or three miles a day. The first cost of telegrams was high; one had to pay $1.50 to send ten words to Portland, $3.50 to San Francisco and $4.50 to Los Angeles. These rates came down



SEATTLE IN THE YEAR 1871
The sidewheeler seen leaving her wharf was the Alida, one of the early mail boats on the Sound.

in 1869, but as late as 1878 it cost 50 cents to send a telegram to West Seattle!

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Mails began coming here by land in 1867. In May of that year a new post route was established between Seattle and Puyallup. The mail was carried, on horseback, by C. H. Hanford, later a noted federal judge here. As he rode north over the trail from Puyallup, he paused long enough to hand out letters and papers to the eager settlers of three villages, Slaughter, White River and Black River.

Unless it made good connections with the boat to Monticello, near the present Longview, a letter mailed in Portland in 1867 took as long as ten days to arrive here. There was, at that time, one mail a week from Seattle to down-Sound points, such as Port Townsend, Sehome—now a part of Bellingham—and Victoria.

Although Seabeck, on Hood Canal, is only thirty-five miles from Seattle, it took fourteen days, in 1867, to send a letter there and get a reply.

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In September, 1875, a letter came here from Philadelphia in thirteen days and a newspaper from New York in nine days, the record for speed up to that time.

September 1, 1876, brought Seattle its first daily mail service. It came from Tacoma by the steamboat Alida. This made Seattle the northern terminus of the daily mail route from San Francisco and gave it a daily express service as well.

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Until 1887 everyone had to go to the postoffice for his mail, but on September 11 of that year the free delivery system was started, with a superintendent and three other carriers. And imagine this—the superintendent himself carried all the mail to addresses between Cherry and Pike Streets, Minor Avenue and the bay!

Many citizens were mystified by the corner letter boxes and asked the carriers if each householder were to have a key so he could get his mail there!

On November 21, 1887, Seattle became the northwest terminus of the railway mail service of the United States; this meant that all mails for much of Western Washington were distributed here, instead of at Tacoma or Olympia, as in earlier days.

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And now let us look into the next means of communication here aside from the mails and the telegraph.

The first mention of electricity here — aside from the telegraph — was not made until 1878, when a jewelry store advertised an "electric clock." What it meant by that was that the time was telegraphed there each noon by the Signal Service Bureau.

Seattle's first telephone, also in 1878, was a strange affair. Down in Occidental Square, just east of the present Pioneer Place, two tin cups were connected by a silk thread forty feet long. Many of the words spoken back and forth could scarcely be heard, but everyone decided that the line had "worked."

But this little toy affair led, two months later, to a real telephone. A Western Union demonstrator came here from Portland, attached one instrument to the telegraph wire in the office here, connected another instrument with the wire in Milton, now West Seattle, eight miles away by the telegraph line, and told Seattle to go ahead and talk.

And Seattle talked! Leading citizens gathered around; Col. C. H. Larabee sang "Suwanee River" here and every word of it was heard across the bay. The telephone was a success and had come to stay.

By 1881 several telephones were in use here and the first exchange opened two years later.

The long-distance telephone between Seattle, Spokane and Portland was opened October 16, 1893, as the second longest telephone line in the world.

First telegraphic communication between Seattle and Nome was completed by the first wireless message from Nome to St. Michael, forwarded from there to this city by telegraph, on August 8, 1904.

Twenty days later the Seattle-Sitka government cable was spliced ten miles out of Seattle, to the accompaniment of a band and shrieking sirens. This Alaska cable was opened for commercial messages August 30. From that time on the world no longer was dependent upon the steamships arriving at Seattle for its news of the great northern empire.

Latest of mail developments has been the transportation of letters through the skies. One may start now from Seattle and fly through the air, in a luxurious cabin ship, to any part of our country, at a rate which a few years ago would have been deemed incredibly fast. This development has been made possible, to an important degree, by federal air mail contracts.

CHAPTER 21

For the Good of Others

Love for fellow men, fortunately, is deeply imbedded in many human hearts. Successful men and women feel a responsibility toward others who have not done so well. You will find many instances here, as everywhere, of their devoting the wealth and leisure of their later years to the general good, to the advancement of arts and sciences, to the beautifying of their city and to its cultural advancement.

Life was hard for the first settlers here; they had all they could do to wrest their food, clothing and shelter from a primeval wilderness. But note how soon after the infant village had become established, the thoughts of the pioneers turned to the finer things of human existence, quite aside from the advancement of their personal fortunes.

Seattle's beautiful parks and boulevards, in which the city takes just pride, had their beginnings away back in 1864, oddly enough in a cemetery. In that year Mr. and Mrs. D. T. Denny donated the five acres which now comprise Denny Park to the town as a burial place.

Whites, Chinese and Indians were all interred there. In 1876 the bodies were all removed and the property reverted to the Dennys. But eight years later the Dennys again presented the tract to the city, this time as Seattle's first park, dating from July 9, 1884.

This led to the formation of a park department, increasing public interest in this direction. In May, 1887, Guy C. Phinney bought, laid out and improved the 286 acres which he named Woodland Park, later to be bought by the city for $100,000.

The board of park commissioners was established October 7, 1887, and just two weeks later George Kinnear presented to the city Kinnear Park, a fourteen acre tract overlooking bay and Sound. The park was named for him.

The city also had possession, that year, for a park, of forty acres on the ridge half way between the bay and Lake Washington. This was first known as Lake View Park, then as City Park. In 1901, at the suggestion of the author of this book to the City Council, the name was changed to Volunteer Park to honor the volunteer regiment, the First Washington Infantry, of which he was a member. The soldiers had then recently returned from the Philippine Islands.

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The beautiful parks on Lake Washington once were privately-owned. In the spring of 1890 the street car companies began to develop Madison and Leschi Parks; Madrona came later. Leschi was landscaped and named in the summer of 1891.

By 1900 Ravenna had become Seattle's eighth big park. In 1902 the city bought nineteen acres, starting north from Madison Street and adjoining Washington Park, which was already publicly-owned.

In 1904 the little lookout park at the west end of West Highland Drive was named Admiral Phelps Park for Rear Admiral Thomas S. Phelps, who as a lieutenant and navigator of the Decatur commanded the landing force at the Indian battle of January 26, 1856.

To these early-day parks many since have been added, some by purchase and others as donations by such public-spirited citizens as J. M. Frink, Charles Cowen and Ferdinand Schmitz. Seattle now has nearly fifty, and in addition, many miles of splendid boulevards connecting these parks. The park and boulevard system as a whole conforms, in many ways, to plans laid in 1903 by Olmsted Brothers, landscape engineers.

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Supplementing the parks as pleasure resorts for all the people are twoscore playfields, some inside the parks, others

adjacent to school buildings. Numerous salt and fresh water swimming beaches, with instructors and life guards, make the summer months more enjoyable.

You are acquainted, of course, with the Zoological Gardens at Woodland Park. The "Zoo" had its start there in 1904, when deer, elk, eagles, pea fowl, bears and a puma were moved from Leschi Park. Only the seals were left at the lake shore.

Since then the Zoo, which covers eighteen acres, has been enlarged by many donations; more than a thousand animals, birds, fish and reptiles supply a never-ending item of interest to all visitors.

The botanical gardens in the city parks have brought many rare and beautiful plants from other countries to this city.

Good music has found full development here. The yearning for harmony first manifested itself in 1865, when the Seattle Brass Band of eleven men was formed to enliven civic occasions, play for dances at Yesler's Hall and head parades. Other and much larger bands followed from time to time.

Musical thoughts next turned from hardware to voices and strings. On December 8, 1873, a temporary organization of a Philharmonic and Choral Society was formed "to consolidate the musical talent of Seattle into a single organization, elevate the standard of music and cultivate the science of melody." The Germans of Seattle established the Germania Sing Verein the following spring.

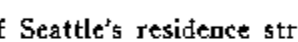
The Seattle Musical Society was organized November 21, 1884, with Mrs. A. B. Stewart as its president, and gave a number of concerts in Yesler's Hall. It was followed the next year by the Oratorio Society, with John Leary at the head; by a reforming of the same group in 1887 under John B. Denny and by the Choral and Orchestral Union, formed in 1889 with seventy-four charter members. R. W. Jones became president of the Philharmonic Society, organized in 1890.

And then came a group which has done much to advance the cause of good music here, both by bringing scores of noted artists and by encouraging the development of native talent — the Ladies' Musical Club of Seattle. It was formed March 2, 1891, with Mrs. G. W. Bacon as president and Mrs. A. B. Stewart as vice-president. Its announced purpose was "to develop musical talent of its members and stimulate musical interest in Seattle."

The Joseffy Club was organized the same year, as the Young Ladies' Musical Club, by Mrs. Louise Beck, to study the lives and works of great composers. The Seattle Choral Society followed in 1893. The Schubert Club, formed in 1901, announced a double aim, artistic perfection in chorus work and the giving of artists' recitals.

And next Seattle gained an organization of which it is today so justly proud — the symphony. The first concert of the Seattle Symphony Orchestra was given on the afternoon of December 29, 1903, in Christensen's Hall. Harry West was the conductor. Through all the years since then Seattle has given more or less adequate support to an orchestra which the city now knows it could not afford to be without.

The Amphions, the Apollo Club and other choral and instrumental groups since have come into being to enrich Seattle's musical life.



Many miles of Seattle's residence streets are made the more attractive by shade trees and shrubbery; the Arbor Association started that movement away back in 1888. It sponsored the taking up of a popular subscription and in November of that year 638 maples, poplars and elms, brought here from Portland, were set out.

The next year Madison Street was planted with Lombard poplars, Pike Street with cork elms and Third Avenue with sycamore maples.

The first observance of Arbor Day here took place April

28, 1893. The University and public school students planted young slips and city officers set out a number of trees in Kinnear Park. Most of the schools had programs and half holidays.

In 1905 the Board of Education, teachers and pupils took much interest in beautifying their school grounds. The following year the Park Board supplied the necessary trees and shrubbery to improve all school grounds and the parking strips around them.

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Two permanent organizations have done much to make this a more attractive city in which to live. The Seattle Rose Society for more than twenty years has spread the study and growth of these beautiful flowers. It gives annual expositions at which many hundreds of varieties are shown.

The Seattle Garden Club, formed in 1917, encourages a love for both wild and cultivated flowers of all sorts; it also holds annual showings by both amateur and professional gardeners. It was this club which planted elm trees along part of the Seattle-Des Moines paved road as a Memorial Highway in honor of the soldiers who died in the World War.

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Seattle's splendidly-equipped public libraries had their tiny beginnings away back in village days. On August 7,1868, the Library Association was formed in Yesler's Hall, Mrs. Henry L. Yesler being chosen librarian. The members gave entertainments to raise funds; soon book donations began to come in.

This association became inactive, but with H. L. Yesler as its president, a new group was formed June 4, 1872. By autumn the library was accumulating and lending books; Dexter Horton's cash gift of $500 helped considerably and the Seattle Library and Reading Rooms, so named, moved into a room in First Avenue, about where the Totem Pole now stands, in July, 1873. In another year the library had more than 1,200 books.

Mrs. David S. Maynard opened a free reading room, in August, 1875, in her home in First Avenue South. In January, 1877, the Public Library shared quarters with the Y. M. C. A. above a wholesale liquor store at First Avenue and Madison Street. In January, 1881, the library closed for lack of funds, but soon reopened. The next month, the entire library of 1,400 books was merged with the library of the University.

The Seattle Library remained at the University for many years. A meeting, September 24, 1888, revived the agitation for a public library. Yesler, the next April, deeded to the Seattle Library Association the triangular lot bounded by Third Avenue, Jefferson Street and Yesler Way, now occupied by a fountain. Plans were laid to build there but they were not carried out.

ONE-TIME HOME OF THE PUBLIC LIBRARY

This ornate structure was built by Henry L. Yesler as his new home, in the early eighties. It occupied the block now covered by the County-City Building. In 1899 it became the home of the Seattle Public Library, which remained there until the house was destroyed by fire in 1901, involving a loss of 25,000 books.

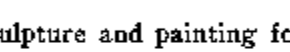
Two years later the library was officially organized and a reading room, with periodicals only, opened April 8, 1891, in the top floor of the Occidental Block, now the Hotel Seattle. There were no books at the start, but 8,000 volumes were bought in Boston and the book-lending department opened December 1.

The library moved across the street into the Collins Building June 28, 1894, with a public reception in the new rooms the preceding evening. From 1896 to 1898 it was in the Rialto Block. It opened January 12, 1899, in the Yesler residence, where the County-City Building now stands, but lost 25,000 volumes when the big frame structure burned down just two years later.

As a result of this fire, Andrew Carnegie gave $200,000 to Seattle for a library. The library, in 1901, moved into the old University building and stayed there until the splendid new structure in Fourth Avenue was ready in 1906.

The first branch library was opened in Fremont February 2, 1903; now there are many, conveniently serving different sections of the city.

As another form of educational activity, two Seattle women, early in 1882, opened a class for Chinese children in the basement of the White Church, teaching them English and Christianity. This was the first understanding of the sort in Seattle.



The arts of sculpture and painting found their first encouragement in the formation of the Seattle Art Association, April 28, 1885, with Mrs. Kate Allmond as its president. The Seattle Fine Arts Society, a development of the Society of Seattle Artists, formed in 1907, has put on many notable exhibitions of sculpturing, architectural designing and paintings by native artists.

The galleries of the H. C. Henry collection, now on the University campus, attract all lovers of the artistic, while the newer Art Museum, in Volunteer Park, has become famous

throughout the West for its invaluable displays of creative work.

Of statuary memorializing famous men, Seattle has all too few examples. On the University campus you will see a bronze bust of James J. Hill, by Finn H. Frolich, once a Seattle resident. It was dedicated in 1909. Hill built the Great Northern Railway to Seattle and established a line of steamships between this city and the Orient.

But, like Benjamin Franklin, he was known as well for his homely wisdom. One of his gems of practical advice might well be taken to heart by every boy or girl who reads this. Here it is:

"If you want to know whether you are destined to be a success or a failure in life, you can easily find out. The test is simple and infallible. Are you able to save money? If not, drop out; you will lose. You may not think so, but you will lose as sure as you live. The seed of success is not in you."

Oddly enough, two more statues were unveiled here that same year. That of George Washington, by Lorado Taft, was dedicated June 14, 1909, on the University campus. It is of bronze. Three months later, on September 10, the statue of William H. Seward, by Robert E. Brooks, was unveiled, directly in front of the New York Building at the Alaska-Yukon-Pacific Exposition, in the University grounds. Seward's undying fame rests upon his purchase of Alaska for the United States while he was secretary of state. This bronze figure weighs 2,500 pounds and is nearly nine feet tall. It stands now in Volunteer Park.

The statue of Chief Seattle, at the intersection of Fifth Avenue, Denny Way and Cedar Street, dates from November 13, 1912; it is by James A. Wehn. It represents the famous Indian leader standing on the beach at Alki Point in 1851, extending a welcome to the pioneers coming ashore from the

schooner Exact; the pioneers who, the following year, founded Seattle.

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The fifth statue of note is that of John H. McGraw at Westlake Avenue and Stewart Street. The figure of bronze, surmounting a base of granite and marble, is by Robert E. Brooks, who created the Seward statue. It was dedicated July 22, 1913.

McGraw's career should be an inspiration to every American boy. He was strictly a self-made man. He came here in 1876 and obtained work as a clerk in the Occidental Hotel. Three years later he was a policeman walking a beat near Yesler Way. The next year he was elected city marshal. Later in 1880 he was elected to three positions by the City Council — chief of police, harbormaster and fire warden, filling all of them at the same time. Later he was the sheriff.

By sheer force of character, his rapid advance continued; he studied law, was admitted to the bar, became president of the First National Bank and in 1892 was elected governor of the State of Washington.

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Character-building agencies are assuming more and more significance, everywhere, with the advance of civilization toward higher ideals. First of these, locally, was the Young Men's Christian Association, organized June 28, 1876, in Mrs. Maynard's home. In August, with forty-five charter members, it found its first location on the top floor of a building at First Avenue and Madison Street. Its members featured street preaching and singing in the dowtown district on Sunday afternoons in 1877.

Now it has its own substantial building, as has the Young Women's Christian Association, which was organized in April, 1894, with headquarters at the southwest corner of Third Avenue and Columbia Street.

Youthful activities now are admirably guided by three red-blooded, outdoor groups that are making real men and

women of the oncoming generations — the Boy Scouts, first established here in 1911; the Campfire Girls, who began with a small membership at the same time, and the Girl Scouts, a still later development.

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Charity combined with moral uplift is most adequately expressed by a number of organizations. First came the Ladies' Relief Society, in 1884. It aided in the maintenance of a refuge for homeless children.

The Bureau of Associated Charities, brought into being January 13, 1892, was the first to systematize public relief; it became the Seattle Social Welfare League in 1919. Its objective is to relieve and "put upon their feet" families in need of help.

In 1894 Seattle established the first free public employment office in the United States; in the years since then it has found work for many thousands of men and women. The efforts of the Volunteers of America, established here in 1896, and the Salvation Army, on behalf of homeless men, are invaluable.

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Since the beginning of this century the Washington Children's Home Society has been looking after homeless and dependent children, with one of its receiving homes in this city. The Seattle Fruit and Flower Mission, founded in 1907, supplies food, clothing and medical service to needy families; it endeavors to keep each home circle intact.

Twelve women, meeting in 1909, formed the Seattle Day Nursery Association, which gives parental care to little boys and girls at three nurseries here. Mrs. Frederick Bentley brought about organized effort in behalf of Seattle's sightless men and women in 1918, with the forming of the Lighthouse for the Blind. The association now has a well-equipped building where the unfortunates weave rugs, cane chairs and make brooms.

The Millionair Club, started in 1921, and Seattle Goodwill Industries, dating from 1923, provide work opportunities for needy persons. Since 1921 the Seattle Community Fund has become of primary importance in bringing together those willing to help and those needing help. Hundreds give their services without charge to this noble cause.

The American Red Cross and the Anti-Tuberculosis League here, as everywhere, function smoothly and efficiently on behalf of humanity. Out of the former has come the Junior Red Cross Clinic, which improves the physical condition of handicapped children who cannot pay for medical treatment.

Since 1891 the Humane Society has concerned itself with all reported cases of cruelty to dumb and defenseless animals. The especial mission of the Seattle Audubon Society, formed April 17, 1916, is to study and protect our bird life. You will be interested in knowing that a bird census is taken in Seattle every Christmas time.

The Woman's Century Club, organized July 31, 1891, and the State Federation of Women's Clubs, formed at Tacoma in 1896 by twenty organizations, including Seattle's, have worked steadily for good government along with their other activities. The Parent-Teacher Associations have performed a service of inestimable value in interesting parents in school activities and in promoting the best interests of the schools themselves.

The Little Theatre movement has spread across the nation in recent years. These local-talent playhouses with non-salaried casts, of which Seattle now has several, are keeping alive the spirit and intent of the art of the drama at a time when that function is not being adequately performed by the professional stage.

CHAPTER 22

Streets and Roads

If you think Seattle is hilly today, you should have seen it in 1851; it was a mass of hills and hollows, with scarcely a level block anywhere north of Yesler Way in what we would now term the central districts.

In the last sixty or seventy years virtually the whole face of the downtown area has been made over; one big regrade has followed another and mountains of dirt have been moved to low-lying blocks or sluiced into the bay.

For the first few years there were no streets or sidewalks worth mentioning; footpaths through the woods and roads winding between the stumps afforded the only ways of getting about. Traffic sailed along in deep mud in the winter and was choked by thick dust in the summer.

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The Town of Seattle was created by the Legislature in 1865 and at its first meeting the Board of Trustees took action to remedy conditions. As the town's first street improvement, a plank sidewalk was ordered for both sides of First Avenue South, with crosswalks of heavy logs.

In 1866 uniform grades were established, for the first time, in the main streets, which until that time had been all ups and downs.

Until 1870, although there were a number of homes along that street, Third Avenue was wholly impassable for wagons. In that year the city put a large force of men, with oxen, to work taking out the huge stumps and filling in the gullies. By 1875 some sidewalks had been laid as far east as Eighth Avenue and as far north as Pine Street.

In December of that year a sidewalk was laid from Pike Street out First Avenue to the suburb of Belltown, at Bell Street. And that sidewalk was the favorite Sunday afternoon promenade of fashionable Seattle in the spring of 1876.

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Then, in 1876, came the first comprehensive regrade. First Avenue was completely made over between James and Pike

FIRST AVENUE IN 1878

This shows the west side from Madison Street south to Yesler Way. Note that the bay comes right up to the street. All the west side along here is filled in above the original beach.

Streets; a little hill was cut down at Cherry Street and north of there a massive bulkhead was built along the west or bay side to hold the dirt scraped down from all the cross streets to make a level roadway. Then sidewalks were laid.

And in addition, deep gullies in James Street were filled up and Second Avenue, which was an impassable swamp north of Marion Street, was ditched and given a good roadway in the center. Fifth Avenue was cleared of brush, fallen logs and stumps clear out to the woods at Virginia Street.

February, 1879, brought the first street planking, laid in

Yesler Way. It won immediate favor and in the next fifteen years all of the downtown streets were planked.

In 1882 there was another civic awakening; there was much grading, including Pike and Union Streets, and the next summer Jackson Street was graded from the bay to the lake, as the first street to be thus cut through.

The district east of Fifth Avenue and north of Union Street, out toward Lake Union, was, in early days, a deep ravine. Go to the block in Eighth Avenue between Stewart and Virginia Streets, today, and look to either side; it will give you an idea of the immense fills made to bring the street roadways up to the new grade.

Until 1893, Pike Street, east of Eighth Avenue, was a deep valley with a steep hill on the farther side. In that year it was ordered filled in, and this supplied the first easy approach from the central section to the Broadway district.

And then there began the removal of the impossible barriers north of Pike Street. First Avenue was cut down to its present levels, starting in 1898, and by 1903 it was regraded and paved from Pike Street to Denny Way.

Next came Second Avenue, with even deeper cuts. You will realize what this regrade, for which the contract was let in 1903, meant, when you know that before the cut, the corner of Second Avenue and Lenora Street was 190 feet higher than Pioneer Place, or in other words, about the height of a twelve-story building.

Before any more new work was undertaken north of Pike Street, some huge alterations were begun farther south. A deep cut was made in Third Avenue from Yesler Way north, in 1905 and 1906; a regrade and widening of lower Fourth Avenue came later. An immense leveling operation known as the Jackson Street regrade, but including Main, King and Weller Streets also, was ordered in 1906.

That year the Dearborn Street regrade, to bring about the present satisfactory grade of the street as a connection

between Rainier Valley and the tideland and lower business districts, was proposed and later put through.

Westlake Avenue was cut through from Denny Way to Pike Street, work starting in the spring of 1905. Pike Street was widened four feet on each side between Fourth and Minor Avenues. Prefontaine Place was cut through in 1905 to avoid the steep hill down Third Avenue South to Washington Street.

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The year 1908 saw the resumption of work on the mountain of dirt known as Denny Hill, the site of many of Seattle's fine pioneer homes. With First and Second Avenues already regraded, the entire hill was now sluiced down to the present street levels between Second and Fifth Avenues.

Just a few years ago the job was completed by the leveling down of the remaining hill between Fifth and Westlake Avenues, the work extending as far north as Harrison Street. This latest improved area is generally spoken of now as the Denny regrade, although in reality, as you have seen, there were four separate Denny regrades.

You have already learned that virtually the entire level area south of Washington Street is "made" land; that is, when the first settlers came here it was all water and has since been filled in. Much of the necessary dirt was obtained by the dredging of the broad East and West Waterways which you see in going to or coming from West Seattle.

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If the streets within the village itself were poor in pioneer days, the roads leading out of town were unspeakably bad. This was not the fault of the settlers; they had little money for road-building in those days.

And yet, as has been noted before, we had fighting ancestors here; they never knew when they were "licked." That was a good trait then and it is a good trait today.

From the very first, the pioneers realized that a good wagon road across the Cascade Mountains was a vital necessity if Seattle were to develop trade with the Kittitas and Yakima Valleys and the Walla Walla region. And so the hand-

ful of citizens here in 1859 raised $1,000 to put a road through. Work was begun, but little could be accomplished with that small sum.

But Seattle did not give up the idea. The move was launched again on the night of July 4, 1865, in Yesler's Hall, by a grand ball and supper, all the proceeds going to the road fund.

With this money, A. A. Denny headed a surveying party which, in August, traveled and checked both Snoqualmie and Naches Passes, reporting in favor of the former.

On August 26 the contractor left here with fifteen men to start work at the west end. The grading proceeded at the rapid rate of a mile a day and twenty miles were finished before snow stopped operations. The road was completed in October, 1867, but winter storms soon washed out the roadbed and fallen timber made it impassable.

Teams did go through Snoqualmie Pass in October, 1868, but the wagons had to be rafted down Lake Keechelus.

But Seattle kept at it. In July, 1869, the road through the pass was cleared and repaired, and that summer large pack trains carried provisions and merchandise from here to the Yakima Valley.

Horses and mules, and large herds of beef cattle, were driven back for the Seattle markets. The bringing in of these cattle started the meat packing business here, the dressed meat being shipped to San Francisco.

Again, however, by action of the weather, the road through the pass went to pieces. All through the seventies and early eighties it was in wretched condition, virtually impassable for teams. Men coming through on horseback in October, 1876, reported floundering through sixty miles of deep mud.

There were few bridges and the swift mountain streams had to be forded in many places. It is difficult to realize now,

when you may go through Snoqualmie Pass on a perfect highway to the Yakima Valley in just a few hours, that in September, 1882, two emigrant wagons were eight days coming through the pass to Seattle.

* * *

Next we find Snoqualmie Pass as a toll road; that is, you had to pay money to a private company to use it. These tolls supplied much of the necessary funds for maintenance. In the summer of 1883 work on the road was resumed on both sides of the summit.

In 1884, for the first time, a round trip could be made from Seattle to Snoqualmie Falls in one day. But you had to get up early to do it. Wagons left town at 5 A. M. for Madison Park. Passengers then took the steamboat Evril to Houghton, then ponies and wagons to the falls, arriving there at 1 P. M., leaving at 3 o'clock and getting back to Seattle at 9 P. M. A pleasant—and strenuous—time was had by all!

* * *

In June, 1885, a private company started monthly saddle and pack trains between Seattle and Ellensburg. The fare by horseback was $10 and the trip took four days! Two wagons drove through Snoqualmie Pass that month, taking seven days to get here from Ellensburg. By the following summer there was a good road, however.

In April, 1886, another company started stages from the business district of Seattle daily at 7 A. M. and 1 P. M. to Lake Washington. Passengers and freight there were transferred to a steamboat to Houghton, then to a stage running the four miles to Lake Sammamish, then to another steamboat to the south end of that lake and finally to saddle and pack horses for Snoqualmie Falls. The fare was $2.50.

It took longer to get to the falls in those days, but certainly the trip was more picturesque than any that could be made today.

* * *

But for many years after that Seattle was still handicapped by miserable road connections. In the winter of 1891

only ten miles of road in the whole of King County were passable. The toll road through the pass was not kept up and became so bad that in 1893 King and Kittitas Counties agreed to end the tolls and gradually fix up the road. Even today that highway is not completed, but little by little the dream of a paved road across the state from Seattle to Spokane is being realized.

Until 1871 there were few roads of any sort out of Seattle. The eastbound and southbound travel left town by the beach road along the foot of Beacon Hill to the Duwamish. Yesler's Road ran out to Lake Washington at Leschi Park. A third road ran out Madison Street to the McGilvra place on the lake, near the present Madison Park.

These were not good roads, however; they were mere trails. The beach road especially was always in bad condition, wagons frequently becoming mired.

In November, 1871, a road was cut through the timber and brush from the McGilvra Road, at about the second hill, north to Union City, or the portage, now the Montlake district. A trail for horsemen proceeded a mile or two farther.

There was only one way to get from Seattle to West Seattle or Alki Point until 1874, and that was by water. In May of that year the county commissioners ordered a road to start at Alki Point, come through Freeport (West Seattle) and then go south to a connection with the county road in the valley. And when that roundabout route was opened you could jog along behind a couple of horses and make the round trip from Seattle to Alki Point, by land, comfortably in a day.

Then the north end of the county got a little attention. In July, 1876, a road was built from the south end of Lake Union to Salmon Bay, now the Ballard district. And from Salmon Bay a branch road went through the forest to Green Lake.

Getting from here to Renton in early pioneer days was a jolly adventure. A party of Seattle citizens planned to attend a Christmas celebration at Rentonville in 1874. There being no land route, they took a boat at a local wharf, steamed up the Duwamish and the Black and then transferred to the coal railroad to get to their destination. This trip, you recall, was mentioned in Chapter 13.

In 1875 there was but one boat a week to Snohomish and no other way to get there. Hence a Snohomish merchant visiting Seattle was a full week in getting home again.

* * *

Each year more crude connections were made with suburban and rural districts. In 1878 another road was ordered to Salmon Bay, this time from Belltown. The next year a three-foot sidewalk was built from Eighth Avenue and Pike Street down the county road — now Fairview Avenue North — to Lake Union. As late as June of that year, 1879, however, immigrant wagons could not get over the road from Tacoma to Seattle, but had to be brought here by boat.

In the early eighties there was no good road leading out of Seattle in any direction. Four business men drove from Seattle to Puyallup, in a carriage, August 17, 1882. It was pronounced a "feat never before attempted."

Replacing the troublesome beach road, which was constantly being washed out, a plank road from town to South Seattle, close to the Beacon Hill shore and known as the Grant Street Bridge, was opened for use December 22, 1886, and that same year work was resumed on the incompleted road to Snohomish.

But there was really no system of good roads in the county until the coming of the automobile forced the issue and resulted in the network of fine modern highways which we enjoy today.

CHAPTER 23

Public Buildings, Hospitals, Institutions

You learned of Seattle's first publicly-owned structure, the County Building of 1860, on your tour of Third Avenue. The Seattle Hospital of 1863 was spoken of in the First Avenue chapter. Neither place was long-lived.

All through the late sixties and early seventies the City Council met at different places around town, in rented rooms, as did the county officers. Many of the county offices were moved into Colman's new bank building, at Yesler Way and First Avenue South, in January, 1876, but in the following September the commissioners, auditor, district court, probate judge, treasurer and sheriff were all given quarters above a new county jail at the northeast corner of Third Avenue and Yesler Way.

Until that time, the old blockhouse had been used as a jail.

* * *

Seattle's hospitals developed gradually to their present state of complete efficiency. The Sisters of Charity opened Providence Hospital at the corner of Fifth Avenue and Marion Street September 10, 1878. A new Providence Hospital, three stories high and the first building on Puget Sound to have a steam elevator, opened December 28, 1882, at the southeast double corner of Fifth Avenue and Spring Street.

This huge wooden building served for many years, with several enlargements; later the institution moved into the imposing permanent structure it now occupies.

* * *

Other pioneer enterprises of this sort soon started. Imposing exercises marked the laying of the cornerstone of

Grace Hospital, in Summit Avenue between Pike and Union Streets, in October, 1885. The formal opening, February 21, 1887, was a brilliant social affair. This hospital closed in 1893.

The Seattle General Hospital was established in 1885 on the east side of Fourth Avenue between Jefferson and Terrace Streets. A new Seattle General was formally opened in the three-story frame Avon House, still standing, on the west side of First Avenue near Broad Street, on July 1, 1895. A later move established it at Fifth Avenue and Marion Street.

The present City Hospital had its beginnings back in 1899, when the old side-wheeler Idaho, which had outlived its usefulness as a Sound steamboat, was donated to the Seattle Benevolent Society, moored at the foot of Jackson Street and called Wayside Mission Hospital. For a number of years emergency cases were taken care of on this floating hulk. Persons who could not afford to pay for hospital treatment also were sent there.

The institution was moved several times; as the Pacific Hospital it opened at the northeast corner of First Avenue and Vine Street in the autumn of 1904. The City Hospital was then opened April 1, 1909, in the Public Safety Building in Yesler Way.

The Children's Orthopedic Hospital serves the whole Northwest and Alaska. It started in 1907 as a ward in Seattle General Hospital; its splendid work so impressed the community that the following year arrangements were made to house it in a separate frame cottage and since then it has progressed to its present fine quarters in Warren Avenue North.

The Orthopedic has many endowed beds, kept up by contributions from widely-separated communities; it has treated thousands of children within its walls and other thousands outside. It has a regular staff of teachers supplied by the School Board, graduates its own grammar grade students and

maintains a branch of the Seattle Public Library. No less than thirty-six leading physicians are upon its medical staff.

To all of these older institutions there have been added, in later years, the Swedish, Virginia Mason, Marine, Harborview and other splendid modern hospitals, so that Seattle's equipment for the care of the sick can well stand comparison with that of any other large American city.

The Academy of the Holy Names, as you learned on your Second Avenue tour, started there, at Seneca Street, in a two-story frame building in 1881. Two years later it moved to a much larger home in Jackson Street at Eighth Avenue South. The present fine edifice of this Catholic educational institution, in Twenty-First Avenue North, was built in 1907.

The House of the Good Shepherd, an educational and reformative place for girls, was established in 1890, as was the highly useful Seattle Day Nursery, which cares for the little children of working mothers.

The Caroline Kline Galland Home For the Aged was endowed in the will of Mrs. Galland, who died in 1907. The will of Samuel Kenney, who died in 1895, provided for a similar home and led to the establishment of the Kenney Home, in West Seattle, in 1909. The Firland Sanatorium, maintained by Seattle for the treatment of persons afflicted with tuberculosis, is at Richmond Highlands, a few miles north of Seattle. It is conducted by the Seattle Health Department and all of its 200 beds are constantly occupied. It dates back to May, 1911.

At the opening of this chapter we left the city offices, in the seventies, without any regular home at all and the county offices largely housed above the county jail. In July, 1882, however, the commissioners put into use a new county building near the county jail, at Fourth Avenue and Yesler Way.

THE OLD COUNTY COURTHOUSE

At one time the whole area bounded by Third and Fourth Avenues, Jefferson Street and Yesler Way was covered by county buildings of some sort. In 1882 the commissioners put up a new structure west of the jail, then near the corner of Fourth Avenue and Yesler Way. Later the enlarged courthouse shown here stood at the southeast corner of Third Avenue and Jefferson Street. After the county moved out, the city bought it and it became the new City Hall August 27, 1891. It housed the city government for many years, with so many enlargements, additions and alterations that it became popularly known as "The Katzenjammer Castle".

It was on the west corner of the jail lot, with a courtroom and two jury rooms, a judge's room and some offices above. This whole block eventually was covered by county buildings, the enlarged courthouse fronting on Third Avenue at Jefferson Street. It barely escaped the fire of 1889.

The county since 1884 had owned an entire city block at Seventh Avenue and Jefferson Street and here it built a stone

courthouse, costing $200,000. The county offices and the courts opened there June 8, 1891. There they remained until the present County-City Building was completed.

Replacing the city offices scattered about town, and an inadequate jail in an alley south of Yesler Way, the municipal departments, December 8, 1882, moved into a new two-story brick building on the east side of Second Avenue South, one lot south of Yesler Way.

It included an engine house for the two fire engines, and an eight-cell jail, on the ground floor, and a council chamber and offices above. This was Seattle's first city hall and it served until it was destroyed in the 1889 fire.

Then temporary space was found in a wooden building at Fifth Avenue and Yesler Way. In October, 1890, nearly all the city officers moved into the Butler Block, at Second Avenue and James Street.

When the county moved up on the hill, it put the old courthouse, at Third Avenue and Jefferson Street, up for sale. The city bought it, renovated it and moved into it, as the new City Hall, August 27, 1891. It remained Seattle's seat of government for many years.

A new federal courthouse opened in the upper floor of a building at the northeast corner of Fourth Avenue and Marion Street, May 21, 1896. The federal court moved into the new postoffice building at Third Avenue and Union Street when that structure was completed in the first decade of this century.

One of the most useful of this city's institutions is the Seattle Chamber of Commerce. It has been a mighty factor in upbuilding trade and bringing new industries here and steadily maintains a bureau at Washington, D. C., to safeguard the city's interest in matters of national legislation.

The Chamber was organized by twenty-five leading citizens on the night of April 17, 1882, at a meeting in Butler's Building at Second Avenue and James Street. Its first activity was to protect, from Portland attacks, a Seattle man who had obtained the contract for carrying the mails between Port Townsend and Sitka.

✦ ✦ ✦

Seattle's Public Market, in Pike Place, attracts more tourist interest than anything else in the city. All visitors make it a point to see the market which, started in 1907 with a few farmers standing in the rain beside their horse-drawn wagons, selling vegetables and fruits they themselves had grown, has become one of the largest and best-known in the entire country. It has served as the model for similar institutions in many other American cities.

CHAPTER 24

Celebrations and Expositions

Celebrations are an index to the thought of a community; they mark epochs of accomplishment, the completion of a cherished plan or a commemoration of notable events. As highlights of civic progress, they are joyous occasions. Let us see what this town had to feel good about at various times in the last sixty or seventy years.

The first to be recorded took place on a spring night while the Civil War was still in progress. In 1864 in Seattle, as in all newly-settled communities, were many eligible young bachelors. Asa S. Mercer, whom you will recall as the first teacher of the Territorial University, conceived the idea of bringing a party of young women out from the East, promising them husbands and homes or, in any event, steady employment.

So Mercer went East and left New York in March, 1864, with a party of fifty. However, only eleven arrived here, late one night, on the sloop Kidder. On May 17 the whole town assembled at the University to welcome Mercer and the girls. Most of the latter married soon after their arrival. One of these eleven Mercer girls, Miss Lizzie Ordway, became Seattle's first public school teacher in 1870.

Incidentally this experiment, regarded as a success, led to a second and much larger expedition. With hundreds of young women, Mercer sailed from New York on the Continental, January 16, 1866. By the time they arrived at San Francisco, April 24, there were fewer than ninety girls and most of those remained in California.

A few took a boat to Victoria and arrived here on the

Eliza Anderson May 11. Others came later in sailing vessels. Most of them soon married or found positions here.

Seattle always was a patriotic city and the second inauguration of President Abraham Lincoln, March 4, 1865, was duly celebrated here. The big Union flag was hoisted and at noon a national salute was fired from an old howitzer of which Seattle was the proud possessor.

Oddly enough, one occasion which should have been celebrated to the limit, because it meant more to Seattle, possibly, than any other one thing in the city's history, wasn't celebrated at all. That was the acquisition of Alaska, by the United States, in 1867.

Seattle took that calmly; the full significance of it was not realized here or anywhere else. Indeed, your national history doubtless has told you that the purchase itself was dubbed "Seward's Folly" in many parts of the country. That is, the buying of Alaska was severely condemned.

A curious angle that seemed uppermost in Seattle's thoughts at the time was that Alaska's purchase was the first step toward the annexation of Canada to this country.

Independence Day was always a big event with the pioneers. The observance of July 4, 1868, was the most ambitious in the town's history and drew throngs from all over the Sound. Features were a regatta and boat races, horseraces on a 450-yard course along the beach, where the big piers are now; foot and hurdle races, fireworks, a big parade, the reading of the Declaration of Independence, a grand ball in the Pavilion and a supper in the Occidental Hotel. The streets were gay with flags and arches. The pioneers didn't overlook a thing that day.

Each Independence Day had its novel angle; in 1870 enough live fir trees were cut to line both sides of First Avenue South and in 1876 a free public dance was held on a plat-

form built in Occidental Square, with more than 600 dancing at one time.

* * *

The driving of the "golden"—in this case iron—spike, signalizing the completion of the Northern Pacific Railroad across the continent, took place in Montana, September 8, 1883. Seattle celebrated enthusiastically; cannon roared, bells were rung and every steam whistle in town and in the harbor added to the noise.

But the big climax was yet to come. After the Montana ceremony, hundreds of guests, distinguished men both of the Eastern States and of Europe, came west with Henry Villard, then head of the railroad. Seattle prepared a royal reception, lining the streets with evergreens, constructing three large arches and preparing a speakers' stand in the University grounds.

Villard and his personal contingent came September 14. The famous old Eliza Anderson, with her calliope going full blast, headed the escort procession which met Villard as he came into the harbor. Villard and Carl Schurz spoke here.

The next day the celebration of "the wedding of the Great Lakes and the Pacific" was continued, with the arrival of other throngs of Villard guests. Following a big parade, there was a free feast for everyone—250 bushels of clams and a barbecue of many beeves and sheep.

During the day scores of correspondents, representing the largest Eastern newspapers and magazines, arrived. The illumination both nights was impressive; every house in town shone with gas, candles or lanterns. The Sixth Street School was brilliant with 600 lights.

* * *

Seattle liked these railroad fetes and a large excursion of prominent citizens went from here on the steamship City of Seattle to attend the driving of the silver spike connecting the railroads of the United States with those of British Columbia. The ceremony took place at Blaine, on the boundary, February 14, 1891.

But here is another strange thing — the actual finishing of the Great Northern Railway from St. Paul to Seattle was unnoticed anywhere. The road was completed January 6, 1893, in Stevens Pass. There was no ceremony whatever, except that the foreman fired off his revolver and the two engines whistled.

But an appropriate observance came later. A coal, mineral and lumber palace was built in Pioneer Place. It was sixty feet square, with a dome. There was a log foundation; ten feet of coal above this finished the walls. Inside were all sorts of industrial exhibits; outside, an electrical design of the locomotive, J. J. Hill, uniting Seattle and St. Paul.

The celebration was then set for a combination with that of Independence Day. There were visits to the U. S. S. Monterey in the harbor the morning of July 3, and in the afternoon, a ball game and an exhibition drill by the fireboat Snoqualmie. At night there was a tug of war in Pioneer Place and an electrical display at the Mineral Palace.

Next day, aside from a parade, baseball and races, there were night concerts at Madison and Leschi Parks and, downtown, an illuminated bicycle parade.

Admission of this state to the Union, after hanging fire for years, came with unexpected suddenness. On November 11, 1889, Representatives John L. Wilson and J. W. Robinson went to the White House and appealed for quick action. They remained there for eight hours, unable to see the President. Late in the afternoon they induced the secretary of state, James G. Blaine, to sign the proclamation at his home.

Blaine walked to the White House himself with it; President Benjamin Harrison then signed it and the news was flashed to Olympia as the signal for a statewide rejoicing which found its fullest expression in Seattle.

When the palatial steamship City of Seattle, pride of the waterfront in its day, arrived here from the East Coast De-

cember 26, 1890, 200 of the leading citizens went down to Port Townsend to greet her. The arrival in Seattle, after a marine reception all the way up the Sound, was vociferous; the populace jammed the wharf and big guns were fired in honor of the city's namesake.

The Great Northern Railway and the Nippon Yusen Kaisha, on July 17, 1896, signed a contract by which Seattle became the eastern terminus of a new steamship line to Asia — the first direct route for Seattle distributors and merchants to the Orient. Portland fought hard for this line but did not get it.

The first vessel, the Miike Maru, arrived August 31, 1896, and was given an impressive welcome, with booming cannon, fireworks, speeches and banquets.

The first Seattle Food Exposition, given by retail grocers and fruit men, opened November 9, 1896, at the old Armory in Union Street. It drew crowds and proved of especial interest to women, with cooking lectures in addition to the displays in forty booths. A second exhibit was held the following year. These led to the Northwest Merchants' Expositions of later years.

The first exposition by merchants and manufacturers opened at the Armory October 2, 1899, and ran three weeks. A hundred firms were represented on the floor and many outside counties had exhibits. The entertainment side included band concerts and some of those new-fangled motion pictures.

Monday, November 6, 1899, was made a state legal holiday by Governor Rogers. That morning the steamship Queen came into the harbor with several hundreds of the First Washington Volunteers who had served in the war in the Philippines, other hundreds coming here by rail after the muster out at San Francisco.

Seattle was jammed with delegations from all parts of the state. The Queen was met at the harbor entrance, and escorted in, by eighteen vessels, amid the noise of cannon, bombs and whistles.

A parade of the returned veterans was followed by exercises at the University grounds at which addresses were made by Governor Rogers and Gen. Nelson A. Miles. This was followed by a luncheon at the Hotel Denny and at night a smoker at the Armory and a reception and dance at the hotel were tendered the soldiers.

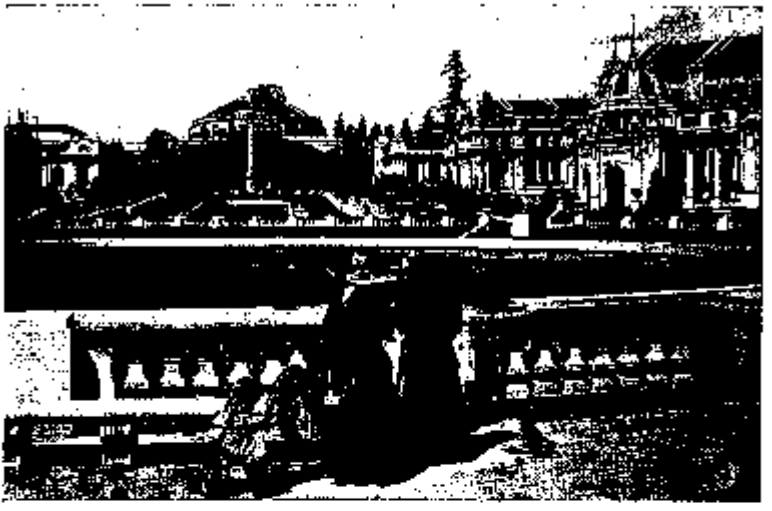
The city was lavishly decorated. All night long, before the arrival, the whole city was lighted up; every home cast a beam of welcome to the volunteers. On Friday evening the University of Washington tendered a special reception to the University cadets who had gone overseas.

An elaborate celebration in 1903 commemorated the arrival of the fiftieth year after the filing of the first plat of the Town of Seattle. There was a parade and several speeches by pioneers.

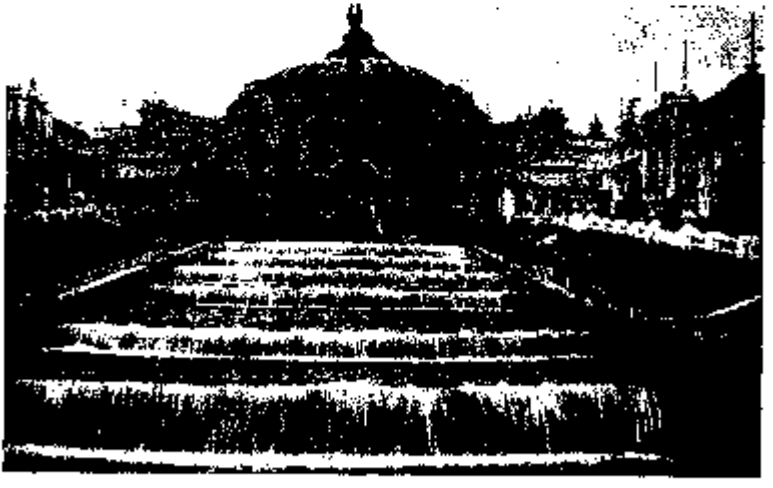
Another marine pageant took place December 23, 1904, when the giant Great Northern steamship Minnesota arrived in the harbor. A huge parade of vessels marked the Minnesota's coming as opening a wonderful new transportation service for Seattle. The Minnesota, then the largest freight carrier in the world, sailed on her first trip to the Orient January 22, 1905.

The visit of the Atlantic Fleet, fourteen warships, in May, 1908, was a gala event.

The Alaska-Yukon-Pacific Exposition, held during the entire summer of 1909 on the present University of Washington campus, was one of the largest and most successful "fairs" ever held in this country. Moreover it was all ready for visitors on the opening day and it closed free from indebtedness.



ARCHITECTURE OF THE ALASKA-YUKON-PACIFIC EXPOSITION
The geyser fountain basin in the foreground.



A CLOSER VIEW OF THE CASCADES, OR ILLUMINATED WATERFALLS
Government Building in the background.

Hundreds of thousands of visitors came from all parts of the United States; Seattle received just such magnificent advertising from the exposition as it had received from the fire of 1889 and the Alaska gold rush.

All state funds devoted to the enterprise were put into permanent buildings for later University use, so that at the close of the fair the campus itself was greatly improved and the University found itself in possession of twenty new buildings.

Most prominent of these is now Meany Hall, which had been the exposition auditorium. Others are the Museum, formerly the Washington State Building; Bagley Hall, or the chemistry department, which had been the art gallery at the fair; the Engineering College Building, formerly Machinery Hall; the President's Mansion, or Music Hall, which had been the New York State Building; Premedics Hall, formerly the Women's Building; the power house and the Faculty Club.

* * *

Dedication of the County-City Building, May 4, 1916, was an elaborate affair, with speeches by Mayor Gill and others to assembled thousands in the park just south of the huge structure.

The formal opening of the Lake Washington ship canal in 1917 was marked by a colorful water parade, led by the gaily-bedecked Roosevelt, from the Sound into Lake Washington. It marked the successful conclusion of an enterprise of which Seattle had dreamed for more than sixty years.

The first Golden Potlatch, given twenty years ago, was so popular that it has been revived of late years with equal success.

The return of Washington soldiers from France at the conclusion of the World War was marked by a parade of the new veterans and citywide rejoicing.

Fleet Week, with which the present generation is entirely familiar, is an enjoyable annual event both for the citizens and for thousands of visitors from interior points.

CHAPTER 25

More About the Seattle Spirit

Mention was made, in Chapter 3, of the famous Seattle Spirit, and it was there defined. That time in 1874 when the people decided to build their own railroad to the East if the Northern Pacific wouldn't come here, was the first but by no means the last, example of a fine determination upon the part of a united citizenry to put this city ahead and keep it there. It is worth while to cite one or two more instances of it.

There came a time, in 1883, when Seattle wanted a direct connection with the Northern Pacific main line to the East. Almost in a twinkling, this little city raised $150,000 and offered it to Henry Villard if he would build a standard-gauge railroad up Cedar River to a junction with the Northern Pacific Cascade Branch. The railroad did not take up the offer and the subsidy later was forfeited, but the move was nevertheless a big advertisement for Seattle.

* * *

When the Northern Pacific put its Cascade Division into operation in 1887 and began to handle wheat shipments from Eastern Washington to the Sound, it made the same freight rate on wheat into Tacoma as it did to Stuck Junction, down in the valley between here and Tacoma. Its purpose in doing that was to divert all the wheat business to Tacoma, since it cost an additional 50 cents a ton to bring the wheat to Seattle from Stuck Junction.

But the railroad had not figured on the Seattle Spirit. Rather than lose the wheat shipments, citizens here overcame the handicap by subscribing many thousands of dollars to pay the freight upon all wheat from Stuck Junction to Seattle. In addition to that, free use of several of Seattle's largest wharves was tendered Eastern Washington wheat shippers.

The city kept this up until, through Villard's influence, the Northern Pacific gave Seattle equal freight rates with Tacoma and Portland.

On the morning after the fire of 1889, with the entire business section of the city in ashes and a known loss of ten million dollars, a mass meeting of citizens was held in the Armory.

The sum of $558 had been collected here, just a few days before, for the sufferers in the Johnstown, Pennsylvania, flood. In response to a timid suggestion that perhaps, in view of Seattle's great calamity, this money should be kept here, the meeting, with a roar of approval, ordered the $558 sent upon its way.

That was the Seattle Spirit at its finest.

In December, 1900, the Moran Brothers, operating a big shipyard here, were offered a chance to build a battleship for the government. But after careful figuring, the Morans found that their lowest possible bid would be $100,000 too high.

They laid this situation before the Chamber of Commerce and the Seattle Spirit did the rest. The Chamber appointed committees which in a few days' time raised the $100,000. With this help, the Morans won the contract for the battleship Nebraska and built it here at a cost to the government of $3,800,000.

With the Alaska-Yukon-Pacific Exposition still nearly three years away, Seattle set October 2, 1906, for the raising of $500,000 by the sale of stock in the enterprise. The subscriptions on that one day totaled $489,000; by next evening, $600,000.

Let us hope that the Seattle Spirit still exists. This would not be the world city that it is today had it not been for that impelling force so wonderfully manifested, time after time, since that May morning of 1874.

CHAPTER 26

Seattle's Water Supply

Seattle's supply of drinking water is the pride of its citizens and the envy of many other communities. Whereas other places not infrequently find it necessary at times to restrict the use of water, Seattle's supply is more than ample for all purposes every month in the year.

And it is so pure that, to use a homely illustration everyone will understand, this is one of the comparatively few cities where it is not necessary to boil or distill the water before using it in an automobile battery.

Seattle's present magnificent water system had a queer little beginning back in 1854. The water in your home, as you know, is drawn from pipes laid underground. But in 1854 Henry L. Yesler, to get water for his mill, installed an overhead track for it.

There were live springs at many points in the face of the First Hill when the pioneers first came. Yesler built a small tank between Third and Fourth Avenues, a little distance north of Yesler Way. The tank was fed by water from a spring at Eighth Avenue and Madison Street.

From this tank he carried the water in V-shaped open troughs, suspended twelve feet from the ground on poles, down the hill, by gravity, for the use of the mill, its employes and the ships lying at his wharf. This was Seattle's first water system.

It also supplied the needs of a brewery just north of Yesler Way, and of the Seattle Tannery, which was opened in 1856 where the Prefontaine Building now stands. This tannery, incidentally, was owned by the Woodins, who later founded the town of Woodinville.

SEATTLE'S FIRST WATER SYSTEM

The aerial trough in which Henry L. Yesler brought water down Yesler Way and James Street from a spring in the First Hill, to supply his mill, ships and one or two business places. In the foreground, Yesler's first home at First Avenue and James Street, photographed in 1860.

A dozen other small water systems, all utilizing springs on the hillside, came into later existence. Charles Plummer put in the second one, pumping water down from Sixth Avenue South and Main Street.

Daniel Bagley, whose spring was at Sixth Avenue and University Street, was the first man to pipe water through fir logs in which holes had been laboriously bored with a hand auger. In the sixties, he served the Territorial University with water from this spring.

* * *

Getting city water from Cedar River was first proposed in June, 1876, though nothing was done about it for many years. In July of that year a large reservoir, twelve feet deep, was built at Fifth Avenue and James Street. The next month A. A. Denny tapped a spring in the hill near Eighth Avenue and Union Street and brought the water down Union Street to First Avenue and up to Pike Street, then down to the coal wharf.

Seattle's first water company of importance was the Spring Hill, given a franchise November 11, 1881. At that time the city had six smaller organized water companies.

* * *

By 1882, because of the city's rapid expansion, there was a serious shortage of water, even for domestic and drinking purposes. Steamboats had to cross the bay to Milton—West Seattle—for their supply. Outside of the central district, no water was to be had to fight fires. When George Frye's home at Sixth Avenue and Pike Street caught fire and burned slowly, from the roof down, the fire engines were not even taken there. The firemen had to watch the house burn to the ground.

The street sprinkler had to stop operations in June; later that summer they sprinkled the streets with water from the bay. For hours at a time that summer many water pipes were dry. In August the sawmills had to shut down. North

Seattle was partially relieved when, in July, the Union Water Company laid 4,000 feet of mains to supply that district from springs on the Mercer claim, on the south slope of Queen Anne Hill.

By May, 1883, the Spring Hill Water Company, which had been rapidly extending its mains, had forty customers. A steam pump was built at Lake Washington and a pipe drew water from sixteen feet below the surface, 100 yards off shore, to a big reservoir at Thirteenth Avenue South and Holgate Street. Seattle drank Lake Washington water for the first time May 31, 1884.

In June the company began serving the central district from the waterfront to Fourth Avenue. By September, with the help of many springs north of King Street, the company was supplying the fire department and was extending its mains all over the city. It bought out the James McNaught plant, supplying a hundred homes in the Lane and Dearborn Street area.

The Yesler and Terry works supplied much of the lower business district from springs east of town. Denny & McCoombs took care of the Union Street district and the Union concern supplied North Seattle and the Lake Union territory.

The Harrington & Smith, or William Coppin, plant built waterworks at Terry Avenue and Columbia Street and served the top of the First Hill with well water, the well being near the present St. James Cathedral.

Up to this time water was handled by private companies only. But in January, 1890, the city bought the plant of the Spring Hill Company, then the largest concern of the many in existence, and laid the foundation for the present publicly-owned system. The Spring Hill plant was taken over November 1, 1890, the city paying $325,000 for it. In 1891 a second

private plant, that of the Union Company, was added at a cost of $28,300.

Benezette Williams, Chicago engineer brought here by the city in 1890 to make a survey, recommended a change in the supply from Lake Washington to Cedar River. The city decided it couldn't stand the expense at that time, but five years later the agitation was renewed and December 10, 1895, the citizens voted a bond issue of $1,250,000 to wrest control of the Cedar River source of supply from private hands and use it for city water.

The Cedar River right of way, sixty-six feet wide and twenty-eight miles long, was all obtained by August, 1898, at a cost of $25,000. The first Cedar River water was turned into the city pipes February 21, 1901.

CHAPTER 27

Noted Visitors to Seattle

Seattle has, at different periods in her history, entertained six Presidents of the United States, many noted army generals and leaders in widely different fields of activity.

Away back in the fifties a number of young officers, later to become celebrated Civil War commanders, were detailed to this section in various governmental capacities. In July, 1853, Capt. George B. McClellan was made director of an exploration party sent out by the Secretary of War to examine the passes in the Cascade Mountains and find the best route for a railroad.

U. S. Grant was at Fort Vancouver as a brevet second lieutenant in the Fourth Infantry in 1853. Joe Hooker fought Indians out here. Phil Sheridan also battled the redskins in Eastern Washington in 1855 and 1856.

George E. Pickett, who later led the memorable charge of the Confederates at Gettysburg, blocked the British in their attempt to control San Juan Island, by landing there with a force of United States soldiers and asserting American authority.

General Winfield Scott, Mexican war hero, visited Seattle with a party in 1859.

The next visitor of national prominence was Schuyler Colfax, Speaker of the national House of Representatives, who made a brief address here in July, 1865.

Secretary William H. Seward, who bought Alaska for the United States, came here on the steamship Wilson G. Hunt on the night of July 21, 1869, on his way to Sitka. He made a speech to the crowd on Yesler's Wharf, predicting a glorious future for Washington Territory.

NOTED VISITORS TO SEATTLE

General William T. Sherman, whose march through Georgia has been immortalized in song, spent a few hours here on the morning of September 25, 1877.

* * *

Rutherford B. Hayes, first President of the United States who ever crossed the Rocky Mountains, visited Seattle October 11, 1880. His party included Secretary of War Ramsey and General Sherman. A flotilla of boats escorted the George E. Starr into the bay to the accompaniment of ringing bells and screaming whistles.

In a speech from the balcony of the Occidental Hotel, the President said: "The center of our country is wherever this flag floats." At the conclusion of his talk, the President took Seattle's only railroad trip, to Newcastle, making brief addresses there and at Renton.

That night was the most exciting in Seattle's history since the Indian battle. Hotels, stores and homes were ablaze with candles, lamps and gas; the University was lighted from top to bottom, a dazzling beacon far above the business center. Bonfires were lighted in Occidental Square, the band played industriously and endless throngs milled the streets. At a reception in Squire's Opera House the President shook hands with 2,000 persons.

* * *

Miss Frances E. Willard, president of the W. C. T. U., was a visitor of June 25, 1883, speaking to a packed house at Yesler's Hall. Just two months later Henry Ward Beecher, world-famous preacher, delivered a lecture in the Presbyterian Church.

Mrs. Julia Ward Howe, who wrote The Battle Hymn of the Republic, lectured here April 24, 1888, and again the following year. Rudyard Kipling, famous British author, was an 1889 visitor.

* * *

Benjamin Harrison was the second President to visit Seattle. He landed here from the City of Seattle in the after-

noon of May 6, 1891, the steamship being escorted in by more than a hundred craft. After a short parade, the President and his party rode to the lake on the Yesler Way cable cars, sailed along the lake on the steamboat Kirkland, came into town on a Madison Street cable car and were escorted by another parade to the University campus, where, from a platform, the formal exercises were held.

The President spoke briefly, recalling a previous visit six years before. He was followed by two of his cabinet members, John Wanamaker, postmaster-general and Jeremiah Rusk, secretary of agriculture, but because of the pouring rain, the exercises were cut down.

The President left at 6 o'clock by special train. While here he was presented with a medallion of his own head, carved in Chuckanut sandstone, by the mechanics of the city and twenty-five kindergarten pupils gave him a paper American flag they had made for him.

* * *

Vice-President Adlai E. Stevenson and party came here July 28, 1893, on the steamboat Flyer. After a downtown parade, they had luncheon at the Rainier Hotel. That night a reception packed the Armory. The women of Seattle gave Mrs. Stevenson a silver platter upon which were engraved designs of Mount Rainier, Snoqualmie Falls and Chief Seattle.

Mark Twain, whose "Huckleberry Finn" and "Tom Sawyer" are immortal American humorous characters, was here on a lecture tour in August, 1895. Henry M. Stanley, noted African explorer, paid this city a brief call the following month. John D. Rockefeller, industrialist and philanthropist, was here in June, 1899. Admiral Winfield Scott Schley, naval hero of the Spanish-American War, was the next notable, on March 31, 1903, and Prince Henry of Belgium followed three months later.

* * *

Theodore Roosevelt was the third President to come, arriving at 1 P. M. Saturday, May 23, 1903, on the steamship

A PRESIDENT GREETS SEATTLE
President Theodore Roosevelt answering this city's hearty greetings as his automobile rolled slowly up Second Avenue on May 23, 1903, shortly before his speech in the old University grounds.

Spokane, after a visit to Bremerton. A huge fleet, including four revenue cutters and nearly sixty other vessels, formed a naval escort into the harbor. The President was driven in an open automobile from the wharf down First Avenue and up Second Avenue to Pike Street, thence to a stand in the University grounds, where 50,000 had assembled.

In a brief speech the President foretold the wonderful future of Seattle and Alaska. He visited Everett in the afternoon, but arriving again at 9 P. M., attended a meeting in his honor at the Grand Opera House, where he made a short talk to the Arctic Brotherhood. He was the recipient of two gifts, a gold pan fashioned of Alaskan precious metal and a book of passes from eleven Coast steamship and rail lines.

He then went to the old Washington Hotel and appeared for a few minutes at a Chamber of Commerce banquet in his honor. On Sunday he attended a memorial service at the

Grand for Civil and Spanish War soldiers, visited an old friend who was ill in Providence Hospital, took a horseback ride to Fort Lawton and left for the East on his special train late that night. Accompanying the President were Secretary of the Navy Moody and Brig. Gen. Frederick Funston, of Philippine fame.

Capt. Roald Amundsen, discoverer of the long-sought Northwest Passage, or sea lane north of America, was welcomed here by the Seattle Chamber of Commerce and Norwegian societies September 15, 1906.

Vice-President Charles Warren Fairbanks came in July, 1907. On his first night he addressed the International Christian Endeavor convention in a tent at Lincoln Park, Eleventh Avenue and East Pine Street. The following evening he was guest of honor at a banquet of the State Bar Association. He also held a public reception at the Library and made an inspection of the Puget Sound Navy Yard at Bremerton.

Thomas A. Edison, noted inventor, visited Seattle, on a vacation trip, September 11, 1908.

William Howard Taft, fourth Presidential visitor, arrived at the King Street Station from Spokane at 8:15 P. M. Wednesday, September 29, 1909, was taken to the Rainier Club for a reception, then to the Washington Hotel, where he met members of the Yale Club. In his party was R. A. Ballinger, secretary of the interior.

The next morning the President visited the Alaska-Yukon-Pacific Exposition, inspected the exhibits, reviewed a parade of all nations, had luncheon in the New York State Building, discussed Alaska in a speech in the natural amphitheatre and at 7 P. M. attended a banquet given by Governor Hay at the Washington State Building. In his speech he lauded the exposition highly.

On Friday, after a downtown parade, he reviewed a livestock parade in the Stadium, played golf at the Seattle Golf

and Country Club and had lunch there and at 4:45 P. M. left for Tacoma on the private yacht of Chester Thorne of that city.

It is amusing to note that a whole company of regular troops, a corps of detectives, his own secret service men and flocks of Seattle policemen could not protect President Taft from an attack by an armed intruder. While he was at the exposition a bee stung him on the neck.

Woodrow Wilson, the fifth Chief Executive seen here, arrived by rail at 1:30 P. M. Saturday, September 13, 1919, reviewed the United States fleet at anchor in the harbor from the bridge of the historic Oregon and was guest of honor at a public dinner, at 6 o'clock, in the Hippodrome, attended by Josephus Daniels, secretary of the navy, and seven visiting admirals.

At 8 o'clock the President went across University Street to the Arena, where he spoke to 7,000 persons, under the auspices of the League To Enforce Peace, upon the League of Nations. He then retired to the New Washington Hotel.

Aside from attending services at the First Presbyterian Church and taking an automobile ride about the city, the President rested all day Sunday, leaving here at 10 o'clock that night.

Vice-President Calvin Coolidge came August 16, 1922, was escorted to the New Washington Hotel, dined at the Rainier Club and spoke that night in the Woodward Theatre upon Alaska's industrial importance and lower taxes. The next day he addressed the Veterans of Foreign Wars.

Warren G. Harding was the sixth of the series of Presidents entertained by Seattle. He came into the harbor on the transport Henderson from the north at 1:15 P. M. Friday, July 27, 1923, with an escort of two destroyer divisions and a squadron of navy planes. The President reviewed the fleet while crossing the harbor to the Bell Street Pier.

Following a 2 o'clock parade, the President went to Volunteer Park for a public school greeting, being welcomed by Seattle children, their mothers and Parent-Teacher Associations. While there he saw the unveiling of a bronze tablet with Seward's prophecy of Alaskan development.

Next, at Woodland Park, where 50,000 boys were gathered at an Elks' picnic, he pledged them to allegiance to the flag. A brief visit to the Children's Orthopedic Hospital followed, Mrs. Harding also tendering a reception to Girl Scouts at the New Washington. At 4 o'clock Mr. Harding spoke to 25,000 in the Stadium on the problems of Alaska. He left by rail at 7:35 P. M. for the south.

In his party was Secretary Herbert Hoover, later to become President.

* * *

Col. Charles Lindbergh, coming in 1927, after his epochal plane flight across the Atlantic, was received with tremendous enthusiasm. Queen Marie of Rumania was a 1926 visitor. Franklin D. Roosevelt, now President, came here as a candidate in the campaign of 1932, addressing a capacity audience in the Civic Auditorium.

Vice-President John N. Garner spent a few hours here in October, 1935, on his way to the Philippine Islands.

CHAPTER 28

The Seattle Fire

Unquestionably the highlight of Seattle's whole history, the turning point to the city's future greatness, was the fire of June 6, 1889.

It originated in the shop of Clairmont & Company, cabinet makers, in the ground-floor basement of the Pontius Block, 923 First Avenue, where the Federal Building now stands.

Five men had been at work there. One of them, John E. Back, saw a gluepot burning on the stove and threw a bucket of water over it, thus spreading the flames immediately. Back was thought, also, to have upset the glue pot into a pile of shavings. The shop was at once filled with fire and smoke. This was at 2:30 o'clock in the afternoon.

The fire department responded promptly but could not get enough water pressure. The blaze went first toward the waterfront, then south, soon taking all of First Avenue. At 6 o'clock it jumped Cherry Street, crossed Yesler Way and rushed down First Avenue South and east to Second Avenue.

The city was then an ocean of flames from Madison Street on the north to a point far down First Avenue South.

Calls for outside help went in all directions. Sixty-seven minutes from the time Tacoma got the message, that city had an engine playing on the fire; it had come over on a special train at a mile a minute. Tacoma also sent hose and hook and ladder teams.

Port Blakely sent an engine. Victoria sent two, which saved some of the north end wharves. Portland speeded an engine up here on a special train. Olympia, Port Townsend and Snohomish sent fire companies.

By 3 o'clock the next morning the fire had almost burned itself out. The burned area extended to a little north of University Street on the west side. West of First Avenue, everything was taken south to King Street except two buildings.

TOLL OF SEATTLE'S GREAT FIRE OF 1889
This is all that remained, next day, after the conflagration of June 6, 1889 swept the business district, of First Avenue from Columbia Street to Yesler Way.

All of the piling of the railroads along the central waterfront, and the railway station at the foot of Columbia Street, were destroyed. South of King Street the huge coal bunkers were taken.

Between First and Second Avenues, everything burned from Spring Street to Yesler Way. Here the famous Brown Church went up in smoke. South of Yesler Way, from Third Avenue South to the waterfront, the fire made almost a clean sweep to King Street, and south of that thoroughfare the trestle and the mills were destroyed.

All wharves and warehouses between Union and Jackson Streets were burned except a wharf at the foot of Union

Street which, for a time thereafter, was used by all vessels. Not even any streets remained west of First Avenue or First Avenue South, or south of Jackson Street, since they had all been on piling which was completely destroyed.

Sixty-four acres in the heart of Seattle, a solid mile of buildings, were in ruins in twelve hours' time. Not a single business house was left standing intact. Many city records perished. The fire took every bank, wholesale house, hotel and newspaper office, both engine houses and nearly every store. The total loss was ten million dollars.

The three Seattle militia companies were ordered out at 7 o'clock on the night of the fire and kept excellent order, arresting thirty looters. One of them was wearing four new suits.

And here are two or three interesting notes on the fire: The smoke was seen sixty miles away. Two or three men were thought to have been burned to death, but this was never proved. The city was governed from the Armory for a time. Both the Post-Intelligencer and the Journal published as usual the next morning.

The fire was a good thing from a health standpoint—it destroyed a million rats in the old buildings and under the wooden streets and sidewalks.

A woman rolled what she thought was a barrel of flour all the way home from the burned district. Her bread, however, was not a success. She found she was using plaster of paris.

Just two months after the fire here, Spokane had a similar one. Seattle immediately sent $15,000 cash and a carload of provisions.

CHAPTER 29

Some Seattle Sidelights

Chief Seattle, according to his own statement, was born on Blake Island, a little north of Vashon Island, in or about 1786. He was the son of Schweabe, chief of the Suquamish tribe. He pronounced his name Se-at-tle, with the accent on the second syllable. The spelling "Sealth" was never used by the pioneers who knew the chief personally.

Always friendly to the whites, Seattle headed the council of chiefs which, at Mukilteo in 1855, formally ceded, to the United States, King and other counties of this region. He died June 7, 1866, at Old Man House, Port Madison, and is buried on the Indian reservation at Suquamish.

He left a daughter, known to all the early residents, until her death in 1896, as Princess Angeline. Her first husband was a Skagit Indian, Sdokemken. Her second husband was a Duwamish Indian, Taylusa. Betsy, a daughter by the first husband, was married to a white man named Foster. Betsy's son, Joe, took care of his grandmother, Angeline, in her old age.

Seattle was a military strategist as well as a man of peace. In his youth, twenty-five or thirty years before the whites came here, his tribe learned that a cloud of war canoes, filled with hostile Eastern Washington redskins, was coming down Lake Washington to attack the Indians here.

Seattle, with a picked force, speeded down to Black River and felled a tree across it, close to the surface, at a point where the current was swift and just around a bend where it could not be seen.

The onrushing canoes, filled with hostile savages, rounded the bend and saw the trap, too late. The canoes were smashed;

PRINCESS ANGELINE

The daughter of Chief Seattle is seen on the front portico of her palace on the beach near the foot of Pine Street. Here her grandson Joe took care of her in her last days. When Seattle was a village, Angeline did housework for many of the early families. The pioneers saw that she wanted for nothing in her old age. If she walked into a pioneer store and saw anything there she fancied, it was hers.

most of the warriors were drowned and Seattle and his men dispatched the others to the last man.

* * *

How persons traveled on Puget Sound in the earliest days is shown by this advertisement in the Olympia Columbian of Christmas Day, 1852:

"Ho for Seattle! The Dewamish Bay clipper Scow 'About Half-Way Up', L. M. Collins, master, will have immediate dispatch for Dewamish Bay, touching at all points and townsites between Olympia and Seattle. Accommodations unsurpassed in Northern Oregon. Passengers will be allowed the privilege of boarding with the captain provided they find their own provisions."

In other words, you would not only travel on a first-class scow but if you brought your own lunch along the captain would let you eat at the table with him.

Of course, there was no farming around here in the first year or two of Seattle's life. Where, then, did the settlers get their food?

They were real importers in those days. All the sugar and tea for the tiny village came from China. The butter and the pork came all the way around South America from the Atlantic Coast in sailing vessels, which stopped long enough in Chile to load flour for this and other ports.

The first Seattleites bought vegetables, such as potatoes, from the Hudson's Bay post at Nisqually and from the Indians. All this made things high. In Olympia, March 5, 1853, flour was 20 cents a pound, butter $1 a pound and eggs 75 cents a dozen.

One thing, of course, the pioneers did not have to import. Clams.

Seattle is accounted the largest city of its age in the world. And yet it grew slowly at first. To quote a few early figures, in 1855 it had a population of 300, yet fifteen years later, in 1870, it had only 1,142, and ten years after that, in 1880, only 3,533.

The fire, however, gave Seattle a mighty boost; its 1890 population, 43,376, was more than twelve times that of 1880. The next decade saw the annexation of suburbs and the Klondike rush, so the 1900 census figure, 80,671, was nearly double

that of 1890. The city now has, as you know, nearly half a million inhabitants.

Seattle has outstripped many neighboring communities, some of them older than this city. In 1870 Walla Walla, Olympia and Victoria were all larger than Seattle, but this city passed Olympia in the seventies, passed Walla Walla and became the largest town in the territory about 1881 and passed Victoria in 1883.

Portland, in 1871, was ten times as large as Seattle. Five years later she was only three times as large. And now Seattle is the larger of the two places.

And here is the story of the most disastrous real estate deal in the history of this city, or possibly any other modern American city.

The Indian outbreak of 1856 gave Seattle and the entire Sound country a severe setback; business was so stagnated that a considerable number of the settlers, completely discouraged, moved out of the territory.

Unable to make a living from his business under these conditions, Dr. Maynard, in 1857, traded 260 acres of his donation claim, which included the entire downtown district south of Yesler Way, for the 320 acres owned by Charles Terry at Alki Point.

Eleven years later he sold, for $460, the Alki property for which he had traded scores of blocks in the heart of Seattle.

Interest, which is money paid for the use of money, is considered low now; you might pay 5 or 6 per cent if you borrowed at this time and for many years the legal rate has not exceeded 8 per cent. But all through the pioneer period interest rates were terrific.

Henry L. Yesler borrowed $45,000 in 1869. In 1881 he settled the debt, principal and interest, for $146,000. He had

paid $101,000 in interest for the use of $45,000 for twelve years, or at the rate of nearly 19 per cent a year.

* * *

In pioneer days Seattle was completely out of debt at three different times—in 1870, in 1884 and in 1887. That was because the pioneer citizens did not, at every election, vote to borrow large sums of money—that is, authorize bond issues—for improvements which, while nice to have, were not vitally necessary. The city lived within its means.

Seattle now is heavily in debt and is paying out millions of dollars in tax money as interest upon that debt.

Seattle can be out of debt again if it ever makes up its mind to follow the example of its own pioneers.

* * *

Here was a peculiar early-day condition; although this was always a law-abiding community, for more than twenty years after Seattle was founded, many murders went wholly unnoticed by the authorities.

It wasn't so bad, however, as it sounds. Many Indians were hereabout and they frequently quarreled. Until 1875, if one Indian killed another, no notice was taken of it by police or sheriff—except, in some instances, to deliver the slayer to his tribesmen—because the whites found justice best served by letting the Indians settle their own quarrels. They had their own codes of punishment.

* * *

Possibly the oldest house now standing (1936) in the city is a story and a half frame residence on the east side of the alley in the block bounded by Sixth and Seventh Avenues, James and Jefferson Streets. It was built, on a James Street site, in 1876.

Other structures of half a century ago are the hotel at the southeast corner of First Avenue and Battery Street, finished early in 1884; the J. M. Colman residence at the southeast corner of Fourth Avenue and Columbia Street, completed

in January, 1885, and the Stacy home at Third Avenue and Marion Street, already spoken of, finished in February, 1885.

In an editorial published in October, 1882, a full year after telephones had been in operation here, the leading newspaper remarked that the telegraph was far superior to the telephone. It advocated putting telegraph instruments into such private homes as wanted them, saying citizens could easily learn to send and receive messages.

In January, 1896, the Seattle Chamber of Commerce started a movement to acquire 640 acres of land on Magnolia Bluff to be donated to the government as the site for an army post. The land, given by the state, county and private citizens, was accepted by the secretary of war, and the post established, in 1897.

It was ready for troops in January, 1900. The following month President McKinley named the post Fort Lawton in honor of Maj. Gen. Henry W. Lawton, killed in action in the Philippines the preceding year.

The post is permanent. The improvements are now valued at more than half a million dollars.

Seattle's municipal or public golf courses are heavily patronized and a source of pride to the city. Jefferson Park, the first, was put into use May 12, 1915. The Park Board steadily enlarged the original area and eight years later a second nine-hole course was put into play on the west side of Beacon Hill.

A North End course, on a tract of 140 acres at Fifteenth Avenue Northeast and 135th Street, was the third in use, in the late twenties.

Seattle is abreast of the times in its aviation facilities, places where airplanes may alight and depart and receive any needed servicing. Sand Point Field, now owned by the gov-

ernment, came first. It started in 1920 with 270 acres but now has a total area of 400 acres.

The Army flyers who went around the world in 1924 began and ended their flight at Sand Point. The field has developed slowly, but is believed the best site in America for a naval air base. Its use by the navy, and its equipment, now are steadily increasing.

Boeing Field is Seattle's public airport, named for W. E. Boeing, a Seattle citizen who, through his plant here, became a national figure in airplane building. The vast field, south of Georgetown, in the several years it has been in use, has become the terminus of day and night air lines both to the East and the South. Ships are arriving or departing almost every hour of the day.

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Of the city's daily newspapers, the Post-Intelligencer is the oldest. It was formed by a union of the Post and the Intelligencer in 1881. The Weekly Intelligencer, founded August 4, 1867, was a successor to the Gazette of 1863 and the Seattle Daily Post started in October, 1878.

The Times' family tree goes back to the seventies. The Seattle Fin Back of 1879 changed to the Daily Chronicle in 1881. The Daily Call started in 1885. On the same day, May 3, 1886, the Daily Press became the successor to the Call and the Daily Times became the successor to the Chronicle.

The Press and the Times then merged as the Press-Times in 1891. The Press-Times changed its name to The Times in 1896.

The Seattle Star began publication, under that name, on February 25, 1899.

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You will remember that in pioneer days the meandering river then known as the Duwamish emptied into the upper, or southern, end of Elliott Bay, the silt forming three small islands at its mouth. All that is now changed.

Look at any present map of the harbor and you will see that, with the space between all filled in, two wide waterways,

navigable for ocean-going vessels, have been dredged out for a considerable distance from the bay. In the completed plan, three wide turning basins are provided.

These East and West Waterways are lined with industrial sites into which the railroads may build spur tracks, so that rail and sail are brought directly together for manufacturing or assembly plants. The waterways unite farther up the valley, but they can be extended indefinitely to meet the needs of industry.

Already a huge bend in the old river, in the Georgetown area, has been taken out; you may still see the old river bed. It is likely that straightening and deepening of the old channel will be carried still further, since such work tends to prevent flood conditions in the valley.

* * *

There was so much business activity here in 1876 that the waterfront was jammed with shipping. On one April day, the North Pacific had to lie out in the bay and send her passengers and freight ashore in small boats.

* * *

For many years Seattle was on an island. On the east and west it is bounded by lake and bay. To the north, water connection between lake and Sound has existed since 1887. Before Lake Washington was lowered, Black River was a navigable stream connecting the southern end of the lake with White River, the Duwamish and Elliott Bay.

* * *

How long did it take you to come in from Renton the last time you were down there?

Perhaps the record—in the other direction—was achieved on November 15, 1906. At that time an electric line ran between the two cities, coming by way of Renton Junction, but much of the valley that week was flooded.

An electric car left Renton at 8:30 o'clock that night with seven passengers—four men, two women and a girl. Eight miles south of Seattle the car encountered a slide across the track. This was removed after nearly three hours of hard work and the car arrived in Riverton at 11:30 P. M.

There it was found the track beyond was completely under water. So the passengers sat in the cold coach until 3 A. M., when the current was shut off, leaving them in complete darkness. The Riverton groceryman invited the passengers into his store to get warm and at 4 o'clock in the morning served them a breakfast of baked beans, bread and coffee.

They all slept on car cushions around the fire until 8 A. M., when one of the steam lines sent out a locomotive and a flat car from Seattle to rescue them, and they were brought into the city on this "special." They had made the sixteen miles from Renton to Seattle in fourteen hours!

Seattle's early settlers found that the Indians in and about here had two unhappy medical customs which their white friends found it virtually impossible to make them abandon. If a tribesman had such a disease as measles or smallpox, he would go down to the beach, take a bath in hot steam until he was dripping with perspiration, then run out of the little sweathouse and dash into the cold waters of Elliott Bay.

This remedy was one hundred per cent effective—it killed the Indian every time.

Their other practice related to their own medicine men. Whenever a patient died, the surviving relatives promptly killed the attending doctor. Most Indian doctors died young.

CHAPTER 30

Seattle's Growth by Years

Seattle was founded February 15, 1852. On that day William N. Bell, Carson D. Boren and Arthur A. Denny rowed across the bay from Alki and took up claims of 320 acres each, running eastward from the waterfront. Boren's south line was about where Pioneer Place is now; north of him was Denny and Bell was still farther on.

David T. Denny soon followed his brother, taking up land north of Bell's. When Bell and Boren moved their families to Seattle from Alki, on April 3, Dr. David T. Maynard came with them, taking a donation claim of 640 acres south of Boren's. A. A. Denny, ill at that time, moved over a month later.

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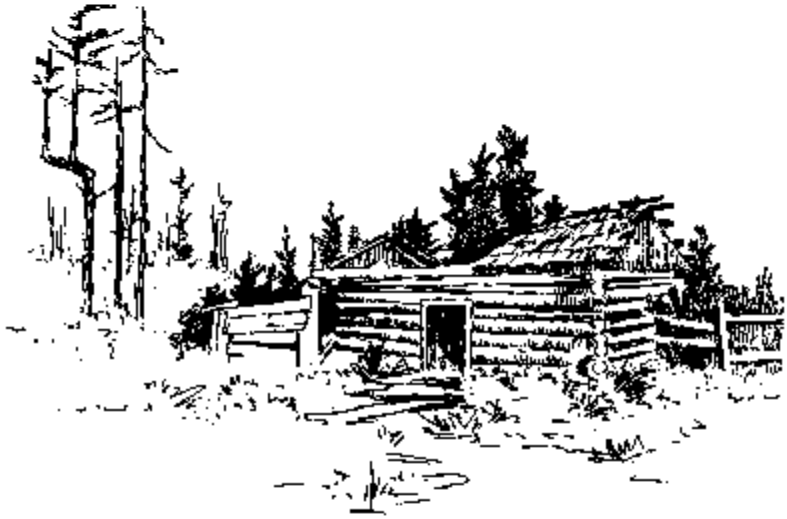
To get a clear view of the Pacific Northwest at the time Seattle was settled, bear in mind that beginning with the Russians, ships sailing under half a dozen flags had thoroughly explored all the waters of this region.

Many settlements came before Seattle; they included Astoria, 1811; Walla Walla, 1818; Vancouver (on the Columbia), 1824; Nisqually, 1833; Victoria, 1843; Tumwater, 1845; Olympia, 1850 and Port Steilacoom, Oak Harbor on Whidby Island and Port Townsend, all in 1851.

✓ ✓ ✓

Right near here, late in 1849, John Holgate staked a claim in the Duwamish Valley, although he did not remain there. But on September 15, 1851, Jacob Maple and his son Samuel, Luther M. Collins and Henry Van Asselt took up claims on the Duwamish just a few miles from Elliott Bay, and this was a permanent settlement.

Next came four men in a sailboat from Olympia—D. T. Denny, John N. Low, Leander Terry and Capt. Robert C. Fay. They landed at West Seattle September 25, 1851, only ten days after the settlement on the Duwamish, which they visited the next day. They explored the Duwamish and the White by canoe and then moved to Alki Point.



FIRST CABIN AT ALKI

D. T. Denny and Leander Terry started to build this house, eighteen by twenty-two feet in size, September 28, 1851. For a short time after their landing it housed the entire party from the Exact, until A. A. Denny, Boren and Bell built their own cabins.

Terry and Low at once took up claims. While Low went back to Oregon for his family, Terry and Denny, on September 28, started the first house. By Low, Denny had sent a letter to his brother Arthur urging him to come north with the rest of an Illinois immigrant party without delay. In October, Terry went to Steilacoom for some oxen and Denny, a boy of 19, was left alone at Alki for several weeks.

* * *

Those who had remained in Portland sold their horses and covered wagons and with a scanty supply of food, cloth-

ing and household effects, boarded the little schooner Exact, Capt. Isaiah Folger, which left Portland November 5 for Puget Sound and Queen Charlotte's Island.

Some of the settlers on the Exact went to Whidby Island, Steilacoom, Olympia and Cowlitz, but on the morning of November 13, 1851, the historic landing of ten adults and twelve children took place at Alki Point. The women and children, sent ashore first, at a point about a block distant from the present Stockade Hotel, sought shelter under the big trees from the rain. The goods, ferried from the Exact and piled on the beach, later were carried into the clearing by the men.

The Alki Point party then numbered twenty-four. Lee Terry and D. T. Denny were already there, and the twenty-two who landed from the Exact that morning were Mr. and Mrs. Arthur A. Denny, Mr. and Mrs. John N. Low, Mr. and Mrs. Carson D. Boren, Mr. and Mrs. William N. Bell, Louisa Boren, Charles C. Terry, Louisa C. Denny, Leonora Denny, Rolland H. Denny, Alonzo Low, Mary Low, John Low, Minerva Low, Gertrude Boren, Laura Bell, Olive Bell, Virginia Bell and Lavina Bell.

Of all of these twenty-four, Rolland H. Denny, then two months and eleven days old, alone survives in 1936. He came to Seattle when it was three months old, a hamlet of four houses, and has seen it grow, step by step, to the proportions of a world-metropolis.

Thus, of Seattle's earliest settlers, all were from the Alki Point party except Dr. Maynard, who came here from Olympia.

In December of the same year in which Seattle was settled, 1852, the Oregon Legislature carved King, Pierce, Jefferson and Island Counties out of the northern end of Thurston County and further decreed that Seattle should be the county seat of King. March 2, 1853, President Fillmore signed the bill creating Washington Territory. These two moves

took Seattle out of Thurston County, Oregon, and put it into King County, Washington.

Yesler's Mill, opening in April, 1853, was the backbone of everything here for years.

✓ ✓ ✓

May 23, 1853, Boren and A. A. Denny filed the first plat of Seattle. Dr. Maynard filed his plat of the "Town of Seattle" the same day. Maynard could not agree with the others as to the base line near the bay shore, hence there was a jog of half a block where the two sets of streets came together at Yesler Way. Denny explained the discrepancy by writing, later, that "Dr. Maynard that day felt he was not only monarch of all he surveyed, but of what Boren and I had surveyed as well."

✓ ✓ ✓

Trouble with the Indians around here came on gradually. In 1853 two white men murdered an Indian chief near Olympia. To avenge him, ten big war canoes came down from the north, killed two white men and robbed and burned homes on Bellingham Bay and Whidby Island. In the same year a Seattle white man was killed by an Indian and buried on the shore of Lake Union.

When the Indian war did break out in the autumn of 1855, the Indians struck at many points, from Northern California to British Columbia, showing it was a concerted effort of numerous tribes to kill all the white settlers. Two defense companies were hastily raised here. One, going out into the White and Green River valleys, found numerous bodies of white men, women and children who had been murdered by the tribesmen.

Two pitched battles on Green River, in November, proved decisive victories for the soldiers. The British, at Victoria, rushed arms, gunpowder, cannon balls and supplies to the American settlers on the Sound.

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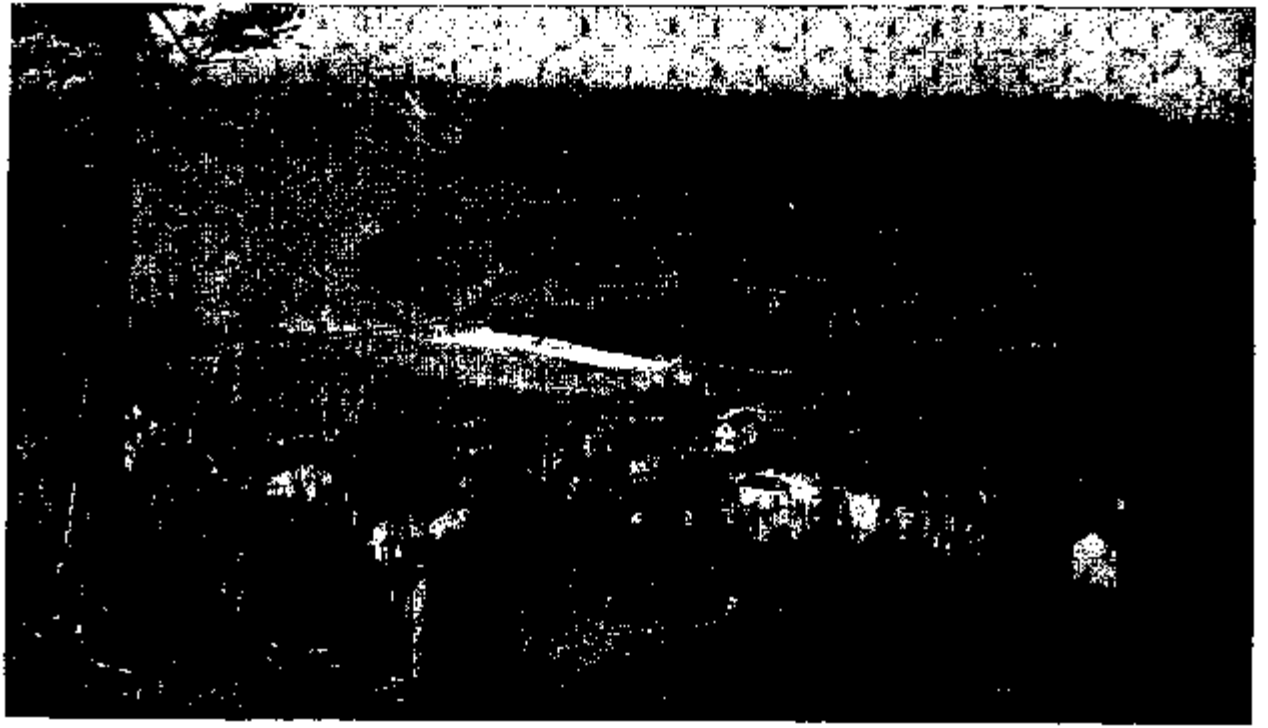
In the afternoon of January 25, 1856, a large force of Klickitat Indians, having come through Snoqualmie Pass,



THE BATTLE OF SEATTLE, JANUARY 26, 1856.

crossed Lake Washington and marched westward through the dense woods to the top of the hill overlooking Seattle and the bay. Fortunately, so many canoe trips were necessary to ferry them all across the lake that friendly Indians had time to come in to Seattle and warn the whites of the attack set for the following morning.

In the early hours of January 26, the Decatur landed 124 marines and sailors. Reinforced by the men of the village, they formed and held a line between the two blockhouses. Meanwhile the Klickitats had been joined by Duwamish and Puyallup Indians until the woods were alive with thousands of redskins, all the way from Jackson Street to Battery Street.

A Decatur officer took a company of sailors and a howitzer to First Avenue South near Main Street and dropped a shell among the Indians. This was the opening shot of the battle. By 8:30 A. M. the firing was general. Before noon the Indians, unable to withstand the fire of the whites and having lost heavily, retreated into the woods east of Third Avenue, killed and ate some stolen cattle and burned Bell's cabin.

During a lull in the firing shortly after noon all the women and children were rushed from the North Blockhouse to the Decatur, anchored off the foot of Washington Street, and the bark Brontes, off the foot of Jackson Street. But the danger had passed; the Indians fired occasional shots during the evening, but by midnight they were all on their way home. The whites lost only two men.

The Civil War, then raging in the East, found a slight echo here in the forming, November, 1861, of the King County Rifles, a volunteer military company. The announced purpose was to fight Indians if any more trouble arose, but in reality the movement was to align the community here with the North in the great sectional struggle.

SEATTLE'S GROWTH BY YEARS

The sixties were years of expansion; Seattle was overcrowded most of the time, there was much building and water traffic enjoyed a big increase.

* * *

The Town of Seattle was created by the Legislature January 14, 1865; the place after that was ruled by a Board of Trustees. The act to incorporate the City of Seattle passed the Legislature December 2, 1869. Then Seattle chose as its first mayor, Henry A. Atkins.

For the next five years Seattle, with all the other Sound communities, was vibrant with excitement over the building of the first transcontinental railroad into the territory and the selection of its terminus, culminating here in the direct action of May 1, 1874, when the town began to build its own railroad, the Seattle & Walla Walla.

* * *

By 1875, Seattle had become the first grain-shipping port in the territory. The year 1876 found it the terminus of virtually all shipping lines. In December of that year six sailing vessels arrived from San Francisco in one twenty-four hour period. Homes at that time were being built as far out as Eighth Avenue and on the north, in Union Street. Business was beginning to cross Yesler Way and go as far north in First Avenue as Columbia Street.

As an interesting little sidelight on the city's growth, the last forest tree on the central waterfront, standing just north of Pike Street, was cut down June 20, 1879.

* * *

Seattle's triple lynching of 1882 stirred not only this city, but the entire United States.

While the town was still wrought up about the murder, late in 1881, of David Sires, a special officer, the killing of a second prominent citizen by thugs caused the townspeople, at a hurriedly-called meeting, to resolve not to risk the law's delays and a possible miscarriage of justice, but to lynch the guilty men if they were caught, tried and proved guilty.

At 6 o'clock in the evening of January 17, 1882, George B. Reynolds was held up by two ex-convicts, Howard and Sullivan, and fatally wounded when he resisted. A vigilance committee formed immediately at the engine house; the two criminals, found secreted in the hay on a wharf at 9 o'clock that night, had their trial in Yesler's Hall the next morning.

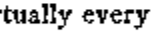
Their guilt being assured, the prisoners were seized, 500 men hurrying them through the alley to James Street and into Occidental Square. There they were hanged, scarcely a full minute after the end of their trial, from two pieces of scantling laid between the forks of maple trees at the northeast corner of First Avenue and James Street. The men, upon the scaffold, admitted their guilt.

A half hour later Benjamin Payne, murderer of Officer Sires, was seized at the jail and hanged between the other two. The scantlings were left in the trees for many years as a warning to criminals.

Lynching now is rightly regarded as deplorable and indefensible, but public opinion here at that time was such that Seattle's pastors joined with the newspapers and coroner's jury in commending this swift carrying out of a court decree. It was universally felt that the growth of crime had received a needed check. No more murders were committed here for a long time.

Presence here of many thieves and petty crooks, and the discovery of a well-defined plot to burn the city, led to the forming of a Committee of Safety and the appointment, July 20, 1882, of twenty special policemen.

The police rounded up the undesirables, showed them the scantlings in the maple trees and gave them twenty-four hours to leave town. Virtually every man left at once and the crisis was at an end.



A picturesque feature of Seattle life in the seventies, eighties and nineties was the coming, every autumn, of big flotillas of Indian canoes from down-Sound points, many of

them from Neah Bay. Hundreds of braves, squaws and papooses congregated here on the waterfront on their way to and from their job of hop-picking in the Puyallup valley.

The Indians spent their time here singing and gambling. On their return trips they quickly spent, in Seattle stores, all the money they had earned. One family, arriving with $15, invested all of it in a trunk, a bell and a mirror.

With money in their pockets, they also saw little sense in paddling all the way home when they could hire a steamboat to tow them. It was a rare sight, in October, 1885, when the Quickstep entered the harbor towing a string, fully a quarter-mile long, of Indian canoes.

* * *

Yesler's Hall was packed on the night of November 26, 1883, to ratify the act of the Legislature giving the vote to the women of Washington Territory.

The start of the National Guard of Washington was made at a meeting in Yesler's Hall April 4, 1884, when the first unit, the Seattle Rifles, later to be called Company B, was formed. Company D was organized the same year and the Home Guard, which later became Company E, in 1885.

Balloon ascensions were an amusement sensation here in the latter eighties. A Van Tassell ascension and parachute jump in 1889 packed the waterfront with awed watchers.

* * *

The coastwide agitation against the Chinese which started in 1885 was of particular violence in this section. Several Chinese were murdered near Issaquah. In Seattle, stores and private families discharged their Chinese employes and servants. The Orientals left here by hundreds. The open rioting of February 8, 1886, was spoken of in the First Avenue tour.

At noon of that day Governor Watson C. Squire proclaimed martial law in Seattle and issued a call for volunteers. Business was virtually suspended. At night sentinels were posted at every corner and the guardsmen patrolled the streets by day. All three militia companies and twenty-five University cadets were in service.

The next day President Grover Cleveland, at Washington, issued a proclamation warning against unlawful assembly here. Governor Squire made Seattle his headquarters, the Ladies' Relief Society provided coffee and sandwiches, and the city settled down to a strict regulation, no one, for a time, being allowed upon the streets after 7 P. M. without a permit. All saloons were closed, the theatre was dark, public bodies held no sessions and stores had to keep short hours.

Eight companies of regulars, 300 men of the 14th U. S. Infantry, under Brig. Gen. John Gibbon, arrived on Wednesday, February 10, and for the next ten days General Gibbon ruled the city. Martial law was rescinded and the city was turned back to Mayor Yesler on February 22.

The anti-Chinese riots proved disastrous in two ways. Business here, for the time, was paralyzed and with the East convinced that Washington Territory was not law-abiding, hopes of the territory being made a state were dashed for the time being.

✓ ✓ ✓

At the beginning of 1889 new residents were arriving here at the rate of 1,000 a month. In March more than 500 buildings were under construction. For a clear picture of Seattle in the last days before the fire, which was treated fully in Chapter 28, imagine a city teeming with humanity, with every nook and corner occupied, its business section including scores of closely-built wooden structures, dry as tinder under a summer sun; a city with an inadequate fire department woefully lacking in water supply.

That was the setting for the fire which came on June 6 — to make Seattle a world city.

Following the fire, Seattle was rebuilt upon better lines; several downtown streets and many sidewalks were widened, streets west of First Avenue were filled in with the debris and much street planking was laid.

✓ ✓ ✓

A new city charter, adopted in September, 1890, provided for a dual Council, a Board of Aldermen of nine members and

a House of Delegates of sixteen members, all unsalaried. Later this cumbersome setup was simplified to the present single chamber of nine members.

June 1, 1891, Fremont, Edgewater, Latona, Ross, Green Lake and Boulevard, a station near Smith Cove, all were formally annexed to Seattle.

Not until the nineties were one-cent pieces in general circulation in Seattle, and that change was brought about by a newspaper. On August 1, 1889, the Seattle Daily Press cut its price from five cents to two cents. To make sales possible at the new price, the Press ordered 50,000 one-cent pieces from the East. This marked the introduction of copper coins here; they were strongly, but ineffectively, opposed by many merchants. Before that, nothing smaller than a nickel had been in general use.

* * *

All through this book, to prevent confusion, present street names have been used, although in many cases these were not the names at the time the events set down happened. First Avenue South used to be Commercial Street, Yesler Way was Mill Street until 1888, First Avenue in pioneer days was Front Street, and so on. The old names are not now important.

What made the Council, in 1895, rename the streets as they are today, was primarily to do away with the many duplications existing at that time. There were, for example, three California Streets, three Columbias, four Elliotts, four Seconds, five Cedars and no less than six Sixth Streets.

Another object was to give each street a single name. Downtown Pike Street, as it proceeded eastward, became Choate Street, then Blakeley Street, then Choate Street again, then Johnson Avenue and finally, at the lake, Michigan Street.

No less than 700 of the old names were abolished. All north and south thoroughfares were called avenues and east and west ones, streets. The three "ways" were established. Outside of these ways, prefixes or suffixes were added, as East Fiftieth Street or First Avenue North.

The next historical highlight here after the fire was the Klondike gold rush. When it is realized that altogether, over a period of sixteen or seventeen years, nearly two hundred and fifty million dollars came into this city from the northern gold fields, it is easy to understand what a tremendous and lasting benefit the mining of the precious metal was to this city.

During the War with Spain, while American soldiers were fighting in the Philippines, whole fleets of big steamships were kept busy carrying troops, horses and supplies to and from Manila; at first all of this activity centered at San Francisco. But Seattle gained a share of the coveted transport business when, in August, 1899, the Third U. S. Cavalry, a full regiment, and its horses, were ordered to take ship here.

The soldiers camped in Woodland Park until they sailed westward in four transports. Other government vessels left here for Manila from time to time after that. Transports also took troops and army supplies from here to Nome in 1900 and, in the same year, to China. Altogether the transport business proved a real prosperity factor for Seattle.

Both in this city and in other towns and at crossroads all over the state, virtually all of the signposts, with distances, and warning markers have been put up, since 1906, by the Automobile Club of Washington. This nonprofit institution also has been a mighty factor for thirty years in improving the highways throughout Washington.

South Seattle was annexed to the city October 16, 1905; Southeast Seattle in December, 1906; Ravenna in January, 1907; South Park and Columbia April 29, 1907. Ballard was annexed May 29, 1907, adding 20,000 to the city's population.

West Seattle, including Youngstown, Alki Point and Spring Hill, joined July 24, 1907, adding thirteen square miles of territory and 7,000 population to Seattle. Dunlap and

Rainier Beach were annexed in August and Georgetown came in April 11, 1910.

Not the least benefit of the exceptionally successful A.-Y.-P. Exposition of 1909 was its demonstration to the people of this city of what they could accomplish by united effort. The fair, to this day, ranks high in comparisons of like American enterprises.

Completion of the long-delayed Lake Washington ship canal gave Seattle two extensive and desirable fresh-water basins, always sought by ships in their periods of inactivity because fresh water cleanses their hulls of all marine growths. That accounts for the large fleet of vessels to be seen almost any time in Lake Union.

* * *

In later years Seattle has come into prominence as a convention city; its massive modern hotels and many ample auditoriums, together with its comfortable summer climate, make it an ideal location for national gatherings. Nor has the city at any time lagged either in material or cultural advancement. Year by year the challenge of the law of ceaseless change is met; new paving is laid, new streets are opened, our beautiful and envied cluster street lighting system is amplified, our homes are modernized.

Our parks, our libraries, our museums, our institutions of learning, our hospitals, our wide-flung charities, have kept pace; they reflect the soul of a city notable in the fact that half of its families own their own homes. Seattle is a good city to move to, a good city to live in; it has all the advantages of other large American municipalities and more which God has accorded to this favored region alone.

* * *

And so the story of this community has been briefly, and all too inadequately, told. And reflect that all of this mighty accomplishment of civic growth, from the time when the tall dark firs hugged closely the shores of our harbor, until now, has been within the span of a single human life.

Seattle's story is a tiny fragment of human activity paralleling the story of civilization itself. Seattle, with the rest of the world, is better than it was. The "good old days," the crude conditions under which the first Seattleites lived, are fascinating to read about, but you would not like to go back to them.

You would not like to give up the ease and comfort of modern lighting, heating and water supply; your telephone, your radio, your theatres, your fine schools and all forms of transportation. It is well, then, to respect and reverence the brave men and women, the hardy, self-reliant men and women, who did do without all of those things, who walked to their tasks, who read or studied by candles or fish-oil lamps, who worked hard and unerringly to lay the solid foundations of this great city which has been built here for your use and your enjoyment.

And what of Seattle's future? All of us who live here have votes; each of us has a say in municipal affairs. There is a solemn responsibility upon each one of us, that of choosing men and women to rule Seattle who will make this city of ours live up, in every way, to the finest American ideals.

APPENDIX

All of the younger generations of Indians on the Sound reservations speak good English. The old men and women of the various tribes can still converse fluently in Chinook with the rapidly-diminishing number of pioneers who understand it.

With "Potlatches" now regularly-scheduled Seattle events, it is well for you to know a little about this peculiar jargon which once was so highly useful for trading purposes and for conversation between the Northwest Indians and the whites.

Few white men were ever able to master the real Indian tongues; among Seattle pioneers D. T. Denny was one of those few. Nor could the Indians from different sections understand one another, since each tribe had its own language. The ancient tongue of the Chinooks was the most important of the original Indian dialects, so all the tribes, using that as a base, built up the Chinook jargon, which was used all the way from the north coast to the Rockies.

When the white traders and trappers, chiefly of the Hudson's Bay Company, came upon the scene, the jargon was extended to cover the many new articles and expressions of the whites; both English and French words therefore were included in the Chinook spoken here in the pioneer period.

Chinook was crude; there was no grammar and often one word had several meanings. Few words were accented. The pronunciation is much as in English, a final "a" often being drawn out into "aw." Here are enough words and sentences to give you an idea of Chinook:

MAM-OOK, work	CHUCK, water	HA-LO, no or none
KLAT-A-WA, go	SKOOK-UM, strong	KAH, where
ILL-A-HEE, land	AL-KI, later on	SIX, friend
IKT, one	MOX, two	KLONE, three
IK-TA, what	MI-KA, you	AL-TA, now
LE TETE, the head	NI-KA, I	KLASKA, they

POT-LATCH, a gift with a return expected.

CUL-TUS POT-LATCH, a gift with no return expected.

YAH-KWA MIT-LITE MI-KA MUCK-A-MUCK, Here is something to eat.

O-KOKE MIT-LITE KO-PA NI-KA, It is mine.

IK-TA MI-KA POT-LATCH? What will you give me?

NI-KA POT-LATCH SIT-KUM DOL-LA, I'll give you half a dollar.

WAKE NI-KA KUM-TUX, I don't understand.

IK-TA MI-KA TIK-KE? What do you want?

IK-TA MI-KA WA-WA? What did you say?

KAH MI-KA CHA-CO? Where are you from?

KLA-HOW-YA? How are you? or Goodbye.

Look Out for These Things

Don't say you are going UP to Port Townsend; by water, you go DOWN to Port Townsend or Port Angeles. Tacoma and Olympia are UP the Sound from Seattle.

Distinguish between PIONEER and OLD RESIDENT. To be the former, one must have lived in this city or state in territorial days, before November 11, 1889.

Omit the word "river" after the names of these Western Washington streams—the Snohomish, the Stillaguamish, the Skykomish and the Skokomish, because the suffix "mish," in Indian language, means "river" or "river people."

Don't say the STRAITS of Juan de Fuca. It is the STRAIT of Juan de Fuca.

The Bremerton Navy Yard is incorrect; it is the Puget Sound Navy Yard. And there is no such locality as Pioneer Square; it is Pioneer Place.

Don't mispronounce or misspell these names:

WRONG	RIGHT
Pronunciation	
Al-kai Point	Al-key Point
Mount Rai-NEE-er	Mount RAIN-i-er
Spelling	
Utsaladdy	Utsalady (a as in lad)
Hood's Canal	Hood Canal
Smith's Cove	Smith Cove
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Grays' Harbor	Grays Harbor

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